Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1922

(Established 22nd September 1836.)

VOLUME I.

Bombay:
PRINTED AT THE TIMES PRESS.

1923.

BOMBAY BRANCH

OF THE

Royal Asiatic Society.

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on 01 February, 2020

WITH THE COMPLIMENTS OF THE SECRETARY,
BOMBAY CHAMBER OF COMMERCE
19-7-23

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

Chamber Members.

Messrs. Allen Bros. & Co. (India), Ld.
" W & T. Avery, Ld.
" J. A. Begbie & Co., Ld.
" Bell, Russ & Co.
" Bennett, Coleman & Co., Ld.
" Bird & Co.
" W. H. Brady & Co., Ld.
" Braithwaite & Co., Engineers, Ld.
" Breul & Co.
" Brunner Mond & Co., Ld.
" Callender's Cable and Construction Co., Ld.
" P. Chrystal & Co.
" Chugondas & Co.
" Thomas Cook & Son.
" Cox's Shipping Agency, Ld.
" Craigie, Blunt and Caroe.
" Crawford, Bayley & Co.
" Walter N. Cresswell & Co., Ld.
" Croft & Forbes.
" Croft, Mody & Co.
" Sassoon J. David & Co., Ld.
" John Dickinson & Co., Ld.
" Duncan Stratton & Co.
" J. Duxbury & Co., Ld.
" A. F. Ferguson & Co.
" James Finlay & Co., Ld.
" Fleming, Shaw & Co.
" Forbes, Forbes, Campbell & Co., Ld.
" Framjee, Sons & Co.
" Gannon Dunkerley & Co.
" Gill & Co.
" Gillanders Arbuthnot & Co.
" Gorio, Ld.
" Gosho Kabushiki Kaisha, Ld.

Messrs. William Gossage & Son Ld.
" W. & A. Graham & Co.
" Greaves, Cotton & Co.
" Grindlay & Co.
" Gutmann & Co.
" Heatly and Gresham Ld.
" W. T. Henley's Telegraph Works Co., Ld.
" Herbert Sons & Co., Ltd
" Hoare, Miller & Co.
" Jost's Engineering Co.
" Hollingshurst & Co. (India), Ld.
" Khan & Khan.
" Killick, Nixon & Co.
" Langley & Co.
" Latham, Abercrombie & Co.
" Little & Co.
" Louis Dreyfus & Co.
" Lyon, Lord & Co., Ld
" Macbeth Bros. & Co., Ld
" C. Macdonald & Co.
" Mackinnon, Mackenzie Co.
" James Mackintosh & Co.
" Marshall, Sons & Co (India), Ld.
" Marsland, Price & Co. Ld.
" Meyer Nissim & Co.
" Millars' Timber & Trading Co., Ld.
" Mooljee Jaitha & Co.
" Narandas Rajaram Co.
" Ormerods (India), Ld.
" Owen & Okell.
" Parke, Davis & Co.
" D. M. Petit, Sons & Co.
" Phipson & Co., Ld.
" Premchand Roychand Sons.
" Prier D. Saons & Co

Chamber Members—contd.

Messrs. Ralli Brothers.
,, Richardson & Cruddas.
,, H. L. Rochat & Co.
,, Ruttonsee, Ernst & Co.
,, Samuel Fitze & Co.
,, David Sassoon & Co., Ld.
,, E. D. Sassoon & Co., Ld.
,, W. H. Scales & Co., Ld.
,, Shaw Wallace & Co.
,, Skippers & Co., Ld.
,, E. Spinner & Co.
,, Steel Brothers & Co., Ld.
,, Steiners, Ld.
,, Strauss & Co., Ld.
,, Sulzer Bruderer & Co.
,, Symons, Barlow & Co.
,, Tata Sons, Ld.
,, Turner, Hoare & Co.
,, Turner Morrison & Co., Ld.
,, Volkart Brothers.
,, Wallace & Co.
,, Wilkinson, Heywood and Clarke, Ld.

Mr. A. Durst.
,, Ahmedbhoy Hubibbhoy.
The Anglo Siam Corporation, Ld. (Ewart Latham Branch).
The Asbestos and Belting Co., Ld.
The Bombay Company, Ld.
The Bombay Dyeing and Manufacturing Company, Ltd.
The Bombay Electric Supply and Tramways Company, Limited.
The Bombay Gas Co., Ld.
The Dunlop Rubber Co., Ld.
The Holland-Bombay Trading Co., Ld.
The Imperial Tobacco Co. of India, Ld.
The Indian States & Eastern Agency, Ld.
The Japan Cotton Trading Co., Ld.
The Mitsui Bussan Kaisha, Ld.
The Nestles and Anglo-Swiss Condensed Milk Co.
The New Mofussil Co., Ld.
The Orient Co. (India), Ld.
The Reuter's Telegram Co., Ld.
The Sizing Materials Co., Ld.
The Tata Hydro-Electric Power Supply Co., Ld.
The United States Steel Products Co.
The Eagle, Star & British Dominions Insurance Company, Ld.
The Empire of India Life Assurance Co., Ld.
The General Accident Fire and Life Assurance Corporation, Ld.
The New India Assurance Co., Ld.
The New Zealand Insurance Co.
The South British Insurance Co., Ld.
The Sun Life Assurance Co. of Canada.
The Allahabad Bank, Ld.
The Alliance Bank of Simla, Ld.
The Imperial Bank of India, Ld.
The Bank of India, Ld.
The Chartered Bank of India, Australia and China.
The Comptoir National d'Escompte de Paris.
The Eastern Bank, Ld.
The Hongkong and Shanghai Banking Corporation.
The Imperial Bank of Persia.
The International Banking Corporation.
Lloyds Bank, Limited.
The Mercantile Bank of India, Ld.
The National Bank of India, Ld.
The National Bank of South Africa, Ld.
The P. & O. Banking Corporation.
The Tata Industrial Bank.
The Yokohama Specie Bank, Ld.
The B. B. & C. I. Railway Company.
The G. I. P. Railway.
The Madras and Southern Mahratta Ry. Co., Ld.
The Bombay Steam Navigation Co., Ld.
The Compagnie des Messageries Maritimes.
The Marittima Italliana Steam Navigation Coy.
The Nippon Yusen Kaisha.
The Asiatic Petroleum Co. (India), Ld.
The Standard Oil Company of New York.
The Vacuum Oil Company.

Associate Members.

The Compagnie Generale Francaise Pour le Commerce et l'Industrie.
The Netherlands Trading Society.
The Texas Company.

COMMITTEE FOR 1923.

F. NELSON, ESQ., M.L.C., *Chairman.*
L. S. HUDSON, ESQ., *Dy. Chairman.*
F. C. ANNESLEY, ESQ.
N. BIRRELL, ESQ.
V. A. GRANTHAM, ESQ.
R. R. HYND, ESQ.
R. MCLEAN, ESQ.
A. B. MORRISON, ESQ.
C. G. NOMICO, ESQ.

RETIRING COMMITTEE.

F. NELSON, ESQ., M.L.C., *Chairman*
C. H. GOODALL, ESQ., *Dy. Chairman.*
J. R. ABERCROMBIE, ESQ.
N. BIRRELL, ESQ.
MAJOR-GENERAL SIR HENRY FREELAND.
J. GREIG, ESQ.
L. S. HUDSON, ESQ.
TH. M. SCRINI, ESQ.
D. W. WILSON, ESQ., C.I.E.

C. B. SAYER, *Secretary.*
R. AINSCOUGH, ESQ., *Asst. Secretary.*

THE HON'BLE SIR ARTHUR FROOM, KT., MR. F. C. ANNESLEY and MR. R. TODD, *who were elected Members of the Committee for* 1922, *resigned their seats during the year and were succeeded by* MR. L. S. HUDSON, MAJOR D. W. WILSON, C.I.E., and MAJOR-GENERAL SIR HENRY FREELAND, respectively.

CHAMBER'S REPRESENTATIVES.

Council of State.

THE HON'BLE SIR ARTHUR FROOM, KT.

Legislative Council of H. E. the Governor of Bombay.

F. NELSON, ESQ., M.L.C. | SIR HENRY MACNAGHTEN, KT., M.L.C.

Bombay Port Trust.

THE HON'BLE SIR ARTHUR FROOM, KT. | T. E. CUNNINGHAM, ESQ.
F. C. ANNESLEY, ESQ. | HARRY T. GORRIE, ESQ.
N. BIRRELL, ESQ.

Bombay Improvement Trust.

HARRY T. GORRIE, ESQ.

Bombay Municipal Corporation.

G. L. WINTERBOTHAM, ESQ.

Sydenham College of Commerce Advisory Board.

F. NELSON, ESQ., M.L.C. | E. C. DALTON, ESQ.

Bombay Smoke Nuisances Commission.

B. BROWN, ESQ.

St. George's Hospital Advisory Committee.

R. R. HYND, ESQ.

Indigenous Industries Advisory Committee.

N. BIRRELL, ESQ.

Indian Central Cotton Committee.

V. A. GRANTHAM, ESQ.

Empire Cotton Growing Corporation.

OSBORNE MARSHALL, ESQ.

Advisory Committee to the Director of Development.

F. A. H. EAST, ESQ.

Auxiliary Force Advisory Committee.

D. W. WILSON, ESQ., C.I.E.

Ex. Officers' Association.

F. NELSON, ESQ., M.L.C. (*Ex-officio*).

Army Canteen Board (India).

F. NELSON, ESQ., M.L.C. (*Ex-officio*).

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	A. D. Grant	1870-71
M. T. Brownrigg	1837-38	W. G. Hall	1871-72
H. G. Gordon	1838-39	J. K. Bythell	1872-73
J. Skinner	1839-40	H. E. Bright E. Lord	1873-74
T. R. Richmond	1840-41	D. Watson	1874-75
C. B. Skinner	1841-42	J. A. Forbes	1875-76
S. D. Murray	1842-43	G. F. Henry Donald Graham	1876-77
J. Wright E. Lyon	1843-44	Walter Lang	1877-78
T. Cardwell	1844-45	M. Mowat	1878-79
J. Smith	1845-46	C. Macdonald	1879-80
W. Graham	1846-47	J. N. Graham	1880-81
John Parsons	1847-48	E. Comber W. M. Macaulay	1881-82
A. G. Latham	1848-49	James Thorburn	1882-83
Robert Strong	1849-50	Sir F. Forbes Adam, Kt., C. I. E.,	1883-84, 1884-85, 1886, 1887, 1888, 1889
W. S. Grey	1850-51	A. F. Beaufort	1890°
John Parsons	1851-52	L.R.W. Forrest,	1890°, 1891, 1892°
A. H. Campbell	1852-53	J. L. Symons	1892°
H. B. Gilmour	1853-54	R. S. Campbell	1893°
James Graham	1854-55	W.R. Macdonell,	1893°, 1894, 1895
W. F. Hunter	1855-56	A. F. Beaufort	1896
A. T. Binny H. B. Gilmour	1856-57	A. Abercrombie	1897
John Fleming	1857-58	R. H. Macaulay	1898
Robert Ryrie	1858-59	A. Abercrombie	1899
H. D. Cartwright Henry Scott	1859-60	William Greaves,	1900, 1901, 1902°
Andrew Grant George Hamilton George Lord	1860-61	J. M. Dick	1902°, 1903
James N. Fleming Michael H. Scott	1861-62	C. H. Armstrong	1904, 1905
Robert Hannay Alexander Brown	1862-63	H. E. E. Procter	1906
Andrew Grant	1863-64	C. H. Armstrong	1907
A. C. Gumpert Alexander Stewart	1864-65	Sir Henry Procter, Kt.	1908
A. J. Hunter	1865-66	C. H. Armstrong	1909
W. Christian A. J. Hunter Alexander Brown	1866-67	R. G. Monteath	1910
J. Foggo	1867-68	C. H. Armstrong.	1911, 1912
Hamilton Maxwell	1868-69	Sir Chas. Armstrong, Kt.	1913
H. E. Astley D. Graham	1869-70	Marshall F. Reid, C. I. E.	1914
		T. W. Birkett	1915
		J. S. Wardlaw Milne	1916
		Malcolm N. Hogg	1917, 1918
		Nigel F. Paton	1919
		A. H. Froom	1920
		H. P. W. Macnaghten	1921
		F. Nelson	1922-23

(° Part year.)

Secretaries.

R. X. Murphy	1836-38	James Taylor	1864-73
J. E. Brenan	1838	John Gordon	1873-84
R. X. Murphy	1838-41	David Watson (Acting)	1881-82
T. J. A. Scott	1841-46	John Marshall	1884-98
John Connon	1846-57	Frederick Nöel-Paton	1898-1905
John Mawson	1857-59	J. B. Leslie-Rogers	1905-1911
J. A. Crowe (Acting)	1858-59	R. E. Gregor-Pearse	1912-1920
H. Brooke	1859-64	C. B. Sayer.—Appointed	1921

Bombay Chamber of Commerce.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Graham's Buildings, on Wednesday, 14th March 1923, at 3 p.m., to transact the following business :—

(1) To adopt the Report of the Committee of the Chamber for the year 1922.

(2) To confirm the election of the members of the Committee of the Chamber for the year 1923, nominated in accordance with Rule 22 (i).

(3) To appoint Auditors of the Chamber's accounts for the year 1923 and to fix their remuneration.

(4) To elect two Trustees of the Chamber's Provident Fund for the current year.

And to transact any other business that may be brought forward.

Mr. F. Nelson, M.L.C., Chairman of the Chamber, presided. Among those present were :—His Excellency Sir George Lloyd, G.C.I.E., D.S.O., Governor of Bombay; Captain C. J. Headlam, C.M.G., D.S.O., A.D.C., R.I.M., Director, Royal Indian Marine; Captain G. N. Forteath, R.I.M., Deputy Director, Royal Indian Marine; A. M. Green, Esq., I.C.S., Collector of Customs; H. Denning, Esq., I.C.S., Deputy Controller of the Currency; J. A. Kay, Esq., Chairman of the Bombay Millowners' Association; Sir Fazulbhoy Currimbhoy, Kt., C.B.E., President, Indian Merchants' Chamber; H. E. Davies Simon, Esq., Chairman, Bombay Fire Insurance

Association; A. Greville Bullocke, Esq., M.L.C., and F. W. Petch, Esq., of the Bombay Presidency Trades Association, Ltd.; the Chairman of the Rice Merchants' Association; W. R. S. Sharpe, Esq., Secretary to the Bombay Port Trust; G. Findlay Shirras, Esq., I.E.S., Director, Labour Office; the Consuls for America, France, Czecho-Slovakia, Switzerland, Denmark and Japan; W. L. Shaw, Esq., R. Hardman, Esq., A. Parry, Esq., and T. Harker, Esq., of the Bombay European Textile Association; Sultan Chinoy, Esq., S. J. Wheeler, Esq., and R. Ricardo, Esq., of the Motor Trades Association; The Hon'ble Mr. Purshotamdas Thakordas, M.B.E., C.I.E., President, East India Cotton Association, Ltd.; C. H. Goodall, Esq., Deputy Chairman of the Chamber; Major-General Sir Henry Freeland, K.C.I.E., C.B., D.S.O., J. R. Abercrombie, Esq., N. Birrell, Esq., L. S. Hudson, Esq., J. Greig, Esq., Th. M. Scrini, Esq., and Major Duncan Wilson, C.I.E., Members of the Committee of the Chamber; C. J. Meager, Esq., of Messrs. Allen Bros. & Co. (India), Ltd.; B. G. Davy, Esq., of Messrs. J. A. Begbie & Co., Ltd.; H. H. Lakin, Esq., of Messrs. W. H. Brady & Co., Ltd.; J. N. Mody, Esq., of Messrs. Croft Mody & Co.; V. A. Grantham, Esq., of Messrs. Forbes, Forbes, Campbell & Co., Ltd.; Henry Gannon, Esq., and A. Henderson, Esq., of Messrs. Gannon, Dunkerley & Co.; H. P. Hebblethwaite, Esq., and R. C. Lowndes, Esq., of Messrs. Killick, Nixon & Co.; W. Deacon, Esq., of Messrs. Lyon, Lord & Co., Ltd.; D. J. MacGillivray, Esq., of Messrs. Mackinnon Mackenzie & Co.; the Hon'ble Sir Edgar Holberton, Kt., of Messrs. Marshall Sons & Co., (India) Ltd.; J. S. Brown, Esq., of Messrs. Millar's Timber & Trading Co., Ltd.; T. R. Dempster, Esq., of Messrs. Owen & Okell; A. C. Hinrichs, Esq., of Messrs. Parke Davis & Co.; C. H. Roberts, Esq., and P. H. Welman, Esq., of Messrs. Prier de Saone & Co.; C. G. Nomico, Esq., of Messrs. Ralli Brothers; A. M. Reith, Esq., of Messrs. Richardson & Cruddas; Albert Raymond, Esq., and Captain A. K. MacEwan, of Messrs. E. D. Sassoon & Co., Ltd.; A. B. Morrison, Esq., of Messrs. Shaw Wallace & Co.; T. A. M. Hill,

Esq., and L. D. Kendrew, Esq., of Messrs. Symons Barlow & Co.; T. W. Dowding, Esq., of Messrs. Turner Morrison & Co., Ltd.; J. Muller, Esq., of Messrs. Volkart Bros.; Sir Henry Macnaghten, Kt., of Messrs. Wallace & Co.; K. MacIver, Esq., of the Anglo-Siam Corporation, Ltd. (Ewart Latham Branch); Sir Marshall Reid, Kt., C.I.E., and S. J. Gillum, Esq., of the Bombay Company, Ltd., C. N. Moberly, Esq., C.I.E., of the Bombay Electric Supply and Tramways Co., Ltd.; A. R. Burch, Esq., of the Bombay Gas Company, Ltd.; C. I. Brown, Esq., of the Standard Oil Co. of New York; L. W. H. Young, Esq., of the Bombay Steam Navigation Co., Ltd.; R. R. Hynd, Esq., of the Hongkong & Shanghai Banking Corporation; R. A. Don, Esq., of the Imperial Bank of India; and R. Ainscough, Esq., Acting Secretary of the Bombay Chamber of Commerce.

The notice convening the meeting having been read, **Mr. Nelson**, in opening the proceedings, said:—

Your Excellency and Gentlemen,—It is my privilege to propose the adoption of the report of the Committee of the Bombay Chamber of Commerce for the year 1922 and in rising to do so I wish first to express how very deeply we appreciate the presence here this afternoon of His Excellency the Governor: for the third year in succession he has honoured the Chamber with his presence at the Annual General Meeting and it is impossible for me adequately to record the unfailing sympathy and support which he has accorded to matters commercial throughout his term of office: it is, I fear, the last time when we shall have the honour and pleasure of welcoming His Excellency on this occasion and I feel that I am most inadequately expressing the sentiments of my predecessors in the Chair and all our members when I say that the Bombay Chamber owes a lasting debt of gratitude to His Excellency for his unvarying interest in the affairs of the Chamber during his tenure of office. It is also my pleasant duty heartily to welcome our other guests and to assure them what a pleasure it is to us to see them here.

Turning now to the Report, you will see that the matters which your Committee have been called upon to deal with are many and varied: we have gravely debated a query from Government as to the desirability of Esperanto being taught in the schools of India and decided that we were strongly of opinion that, until the Indian Budget showed a surplus which was not required for defence, sanitation and ordinary vernacular and English education, Esperanto should not be taught in the schools of India. Many other matters have engaged the Committee's time and attention ranging from the trade definition of Silk Velvet to the question of State *versus* Company management of Indian Railways,—on which latter subject I hope we shall hear your Deputy Chairman later on.

I feel that it will be expected of me to enunciate some weighty pronouncements on the question of Indian Exchange, but, whilst agreeing that nowadays no review, however cursory, of a year of Indian trade and commerce would be complete without a considered reference to the Rupee, I must say at once that I have no intention of inflicting on you at length my views on this vexed question.

At the recent Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon, the Bengal Chamber of Commerce moved the following Resolution:—

> "With reference to the proposals recently put forward to restore the ratio of Rs. 15 to the Sovereign this Association is of the opinion that no alteration of the nominal ratio will be of any advantage to India until world conditions become more stable and until the internal finances of the country have been put on a sound basis,"

and on behalf of the Bombay Chamber I supported this Resolution—which was carried unanimously.

It is not my purpose destructively to criticise the findings of the Babington Smith Committee—in fact I am a staunch

admirer of their carefully reasoned recommendations which based as they were on necessarily incomplete data owing to the then state of flux in the world's Exchanges and the precious metals, were swept to destruction by a flood of circumstances which it was humanly impossible to foresee. Until the way is clearer, it is in my opinion the safer course to choose that we should carry our incongruous burden of a 2s.= rupee (gold) irrespective as to the levels our market touches, forced thereto by the fluctuations of the balance of trade, until it is possible to visualise with some degree of accuracy the probable course of gold and silver and the world's Exchanges generally. After all what we in India chiefly desire to know is approximately how much our exports are likely to exceed our imports each year, and whether sufficient quantities of gold to assist in balancing the difference will permanently be forthcoming. We are in some doubt from month to month at present whether the balance of trade will be in favour of or against India and supplies of gold are sometimes plethoric and sometimes negligible, while the American dollar rate, although tending steadily upward towards par, is occasionally subject to violent fluctuations. When American Exchange is back again at 4·86, when a settlement in the real sense of the word of the Reparations problem has been achieved, when the mark Exchange has ceased to vary daily by thousands of points, then and then only will the Indian producer feel that he is reasonably certain of selling his produce to Europe steadily and not in fitful bursts, and then only shall we—in my opinion—be in a position to cry aloud to the powers that be to re-examine our Exchange and Currency system.

When my predecessor in the Chair addressed you last year, Exchange was 1/3 3/16 and we have in the interim touched 1/5 3/8, our present quotation being in the neighbourhood of 1/4. Having regard to the history of the last few years, this cannot be regarded as a heavy fluctuation, and I am thankful to say that although there is still a great deal of speculation—I

should perhaps say still a great deal too much speculation—I do not think it is on the increase—anything approaching stability being the mortal enemy of the speculator or jobber.

The Secretary of State has only recently recommenced the sale of Council Drafts, and after having sold a total of 375 lakhs discontinued them again in the middle of last month as the demand for Rupees had died away again to only negligible figures. In this connection at the invitation of the then Finance Member Sir Malcolm Hailey your Committee considered the whole question of the occasional need of the Secretary of State to place himself in funds and addressed the Finance Department at some length on the subject. Normally there are three alternative courses for him to adopt in carrying out this operation :

1. Borrowing in the London Money Market.

2. Selling Council Bills.

3. Drawing on India through the Sterling Reserves, and assuming that the first was impossible or inexpedient the second would be wholly undesirable at times when the balance of trade was against India, as tending to cause a heavy decline in Exchange : in times of export activity and tight money such as we experienced this January it is naturally the simplest course and assists trade in addition to making the necessary transfer.

In regard to the third course, that of drawing on India through the Sterling Reserves this involves deflation in India except in so far as the funds set free in England could be replaced in India from revenue or borrowings and in this connection I am of opinion that deflation up to a point is possible without injurious results, the essence of the operation in my view being that such deflation should only take place after close consultation with banking interests.

It may however conceivably occur that the Secretary of State may still require a large amount of Sterling to meet his lia-

bilities at a time when there is no demand for Councils, when he has drawn on India through the Sterling Reserves as far as he can do so without tightening money unduly and when it is not feasible to borrow in the London Money Market, and in the opinion of your Committee he should then place himself in funds by means of a loan from the Gold Standard Reserve. Such an operation should be, I submit, in the nature of a market loan to be repaid when it is expedient to borrow or when it becomes possible to transfer funds without interfering with trade. I yield to no one in my jealous regard of the sanctity of the Reserves, but I can imagine no worse ill befalling the Exchange Market than that in times of dull Exports and weak Exchange we should be hammered down still further by weekly sales of Councils pressed on an unwilling market, and I consider that the Gold Standard Reserve would most properly function if drawn upon temporarily in such a case.

In May last I had the honour of forming one of the Retrenchment Deputation led by Sir Campbell Rhodes and the Hon. Mr. Purshotamdas Thakurdas which waited on His Excellency the Viceroy and presented him with an address on behalf of the Indian and European commercial communities in India pressing for a reduction in the expenditure of the Central Government.

Several highly important matters pertaining to shipping have come before us during the year: your Committee have given their views at length on the question of the revision of rules for precautions against fire and in regard to distress signals on native passenger ships: I do not propose to deal seriatim with the points taken up by the Chamber in this connection, but one in particular is worthy of note. The Government of India proposed that although no penalty should be prescribed for breach of the instructions in regard to structural alterations, non-compliance should enable a surveyor, if he should so choose, to refuse the grant of a certificate. Your Committee took exception to this proposal on the ground that it would vest in a

surveyor a power which could readily be abused, pointing out that to make even small structural alterations in a large fleet of steamers would take a considerable time, possibly several years, and that, in the event of a surveyor exercising his prerogative during that period, the result might possibly be that vessels, which have hitherto been regular and competent passenger-carrying steamers, would be debarred from the trade.

The question of the recruitment of Lascar Seamen and Deck Passengers, both of which were examined by a Special Committee appointed by Government, also engaged our attention and in the latter connection our thanks are specially due to Mr. P. H. Browne, Mr. F. C. Annesley and Mr. T. W. Dowding who placed the benefit of their experience at our disposal.

Another shipping problem that we were requested to advise upon was the highly intricate subject of the assessment of tramp steamers to income tax. The Government of India consider that it is not possible to take steps under the existing Act for taxing the profits derived from tramp steamers for in the majority of cases there are no persons who can be treated as agents of the owners of such steamers and who can be made responsible for furnishing a statement of their annual profits or paying the tax thereon: it was suggested that the Act should be amended in order to require the owners or charterers of tramp steamers to give security by means of a bond or deposit for the due payment of the tax and that provision should also be made in the Act under which the owners or charterers of such ships should be required to make a full return of the amounts payable to them in respect of outward freights each time they arrived at an Indian port, and further that they should be assessed to income tax at 5% or 10%, or some other percentage, of the gross Indian receipts, and should be required to pay the tax prior to the clearance of the ship. The Government of India frankly stated that the question bristled with difficulties—a conclusion with which your Committee was in entire agreement.

We gave it as our opinion generally that tramp steamers ought to be assessed for income tax purposes, and stated that the existing legislation in Australia and the Union of South Africa appeared to be working smoothly: this legislation provided for assessment in the ordinary way in the case of returns of income being furnished and when no such returns were forthcoming, for an assessment based on a fixed percentage of earnings, and we considered that the legislation in question would form a good guide for legislation on more or less similar lines in India and that if this suggestion were eventually adopted we considered a maximum of 10% and a minimum of 5% should be laid down and that the percentage should be fixed annually at the time the Finance Bill was introduced. I believe that no decision has yet been arrived at and the difficulties in the way of an equitable finding are in my judgment very great, but in these days of deficit budgets the authorities in such cases have no choice I suppose but to choose the least inequitable of the alternatives before them.

Turning now to the cotton trade I should like to touch for a few minutes on the Indian Central Cotton Committee, an organisation with which this Chamber has since its inception been in complete accord.

It was universally represented in 1918 by the cotton trade that the growth of cotton in India required improving and the original Committee appointed by Government to examine this question recommended the appointment of this permanent Committee to co-ordinate the work necessary in connection with the problems presented by the undertaking, such as the

(1) growth of improved strains of cotton,
(2) proper investigation of disease, relation of soil to crop, rotation of crops,
(3) technological Research and
(4) reformed methods of seed distribution—to mention only a few.

The Indian Central Cotton Committee is statutorily empowered to administer the proceeds of the Cotton Cess Bill, and a very comprehensive programme has been mapped out for the sanction of Government as soon as funds are available.

Some of the projects embrace:

(*a*) the establishment of a Technological Institute in Bombay;

(*b*) the establishment of a Central Research Committee up-country;

(*c*) the provision of scholarships to enable young Indian graduates to be trained in agricultural cotton research.

Another recommendation of this hard working and valuable Committee is the Cotton Transport Bill; this useful measure which has now been passed into law, primarily aims at preventing inferior grades of seed or cotton or cotton waste from one district being mixed with the superior cotton or seed indigenous to another district. It is impossible to lay too much stress on the disastrous effect on the cultivators in certain districts caused by this cotton mixing—notably, for instance, the admixture of Khandeish cotton with Hubli Coompta, and it is my earnest hope that the powers conferred on Government by this Bill will be rigorously enforced to the end that this evil may be eradicated.

I need hardly point out to you, Gentlemen, how very necessary it is to the well-being of India that she should increase the size of and improve the quality of her cotton crops.

Cotton experts the world over predict a world shortage of cotton, and it is vitally necessary therefore that India should place herself in the position of being able to supply her own mills with clean long stapled cotton, and of being able to produce a surplus that will generally be acceptable to the rest of the cotton consuming centres of the world.

We owe a debt of gratitude, gentlemen, to the Chamber's representative on the Indian Central Cotton Committee—Mr. Grantham—for the hard work he is putting in and the keen interest he is taking in this important movement.

What I confidently hope will prove a milestone on the road of progress traversed by commercial legislation was the passing into law, on September 22nd last, of the Bombay Cotton Contracts Bill. The cotton trade was even then in the throes of the deplorable effects of an attempted so-called " corner " of a certain grade of cotton, having only quite recently emerged from the general trade dislocation forced upon it by an earlier attempt at the same thing.

The Bill is designed to give statutory recognition to the East India Cotton Association, but although already law, does not become operative until the rules made thereunder are sanctioned by Government. It will doubtless be remembered by many of you that the Bombay Cotton Contracts Board was constituted by the Bombay Cotton Contracts Control (War Provisions) Act, 1919, as a temporary measure, and that this Act was repealed in 1922. The experience gained during the short period of the existence of the Act of 1919 has conclusively shown that without legislative authority no voluntary association could hope effectively to control the cotton trade of Bombay for any length of time.

The position therefore is that, so soon as a set of rules is framed by the trade and duly sanctioned by Government, the East India Cotton Association will have statutory powers conferred upon it enabling this Association duly to regulate the cotton trade, and the administrative machinery contained in its Articles of Association will receive legislative sanction.

It is greatly to be hoped that these rules will be submitted to Government as soon as may be, for, although disaster overtook the last two attempts at a " Corner," it is questionable if this is sufficiently a deterrent to render unlikely the chances

of another effort in this direction, should conditions appear, in the opinion of some group of speculators, to favour such an attempt. I hope in due course for a cotton market that need fear no sudden onslaught of speculation, owing to the statutory recognition that the rules of the controlling Association will possess—rules that I am sure we all hope will be well and truly designed in the best interests of the trade.

I wish, gentlemen, that I were in a position to be equally sanguine about our Stock Exchange: I can imagine no greater handicap to the progress of this great Presidency than to see for months together the natural channel connecting capital and industry clogged and useless,—sometimes with the values of various scrips many times inflated, at other times, just the reverse; the market closed on occasion for days, sometimes virtually for weeks, for no apparent valid reason, and the backbone of all Stock Exchanges—the investor—made the sport and plaything of the prevailing mania for speculation until a stage such as we are in at present is reached when the *bona fide* investor in industrial shares, having lost all confidence, has practically ceased to exist. There is something very wrong in this state of affairs, gentlemen.

The fourth meeting of the Associated Chambers of Commerce of India and Ceylon was held in Calcutta in January this year, and, accompanied by your Secretary, I had the honour to represent the Bombay Chamber at what proved a most instructive and interesting sessions. The opportunity that these meetings give for the exchange of views between representatives of all the various Chambers of Commerce is a unique one, and it is impossible to over-estimate the advantages that accrue to the commercial community generally from these gatherings.

To the Bombay Chamber of Commerce has fallen the great honour of nominating the President of the Association for the current year, and the next Annual General Meeting will therefore be held in Bombay. I am quite confident, gentlemen,

that you will all unite to welcome the delegates from all over the country who will attend the next meeting in this the first city in India.

I feel certain that the appointment of Mr. Dadiba Dalal as High Commissioner for India is one that meets with the entire approval of all of us here this afternoon! All of us here are his friends and all of us his admirers, and I am confident that his administration of this important post will be marked by the conspicuous ability by which his work is always characterised.

A brief retrospect of the last year, gentlemen, whilst not perhaps too bright on the surface, leaves in my view no cause for pessimism. The balance of trade from January to December 1922 was Rs. 14 crores in favour of India. Heavy speculation marred the records of our cotton market and Stock Exchange, but considering everything the recovery of trade in general was remarkably rapid which speaks volumes for the inherent soundness of the commercial foundations of Bombay. The outlook for the future is unfortunately wrapped in obscurity owing to the reaction of political events in France and Germany on trade and industry. The philosophical dictum that "Economic forces are stronger than political policies" is apparently our one hope that a way out of the *impasse* in regard to the Reparations question may soon be found. This whole question is so intimately bound up with Indian trade in so far as it relates to the inability or otherwise of Germany to purchase Indian produce that the economic aspects relating to this vitally important problem cannot be passed over.

Unique importance has recently been given by writers on Economics to the question of how far a depreciation of the currency of a country does in actuality bring about a real diminution in the wealth of that country; axiomatically a serious depreciation of a currency is bound to bring about a far reaching redistribution of wealth, for the debtor is relieved and the creditor is proportionately impoverished; hence in the majority

of countries where the currency is abnormally depreciated the chief debtors which are usually the State and its Corporations are greatly favoured. Tax payers in general living in a country the currency of which is virtually waste paper, can throw their burdens on the shoulders of those tax-payers who have been unwise enough to lend gold and who are being repaid in paper. But the chief result of an apparently irrevocable depreciation of currency in any industrial country is the disappearance of working capital and this shortage of capital is increased by investments in foreign currencies where the investor may consider himself safe from depreciation.

Manufacturing concerns cannot finance the importation of raw materials if they do not export practically the whole of their finished goods, and it is a matter which is giving all business men a very considerable amount of thought as to how long Germany can continue to import raw materials from India and pay for them in Sterling—which is probably in most cases tantamount to paying for them with the proceeds of the sale of their finished exports—which she has hitherto consistently been doing.

India's wheat crop is a bumper one, there has been an eager demand for her cotton, and a distinct impression is being made on the stocks of piece-goods hitherto weighing so heavily on the market. I cannot feel wholeheartedly optimistic but I am a long way removed from pessimism in regard to the prospects of the coming year.

Before passing to our domestic affairs there is one subject on which I wish to touch, albeit quite briefly, with all the earnestness and sincerity of which I am capable, namely, the difficulty of persuading our members to play their part in the public life of the city. Instead of members seeking through us to represent our interests on the various public bodies, it is we who have to go out into the highways and byways to obtain representatives. It is not from lack of willingness on the part of the individual that this arises—at least, only in very

isolated cases—but invariably we find the same obstacle, a definite order from Headquarters, that the Bombay Manager or Agent (or whatever be the particular designation) is not to sit on the Provincial Legislative Council or the Council of State nor even, in many cases, to stand for election as Chairman or Deputy Chairman of this Chamber and so on. I do not wish you to think, gentlemen, that I do not fully realise what business competition means nowadays, nor how important it is that the man in charge of a business shall be able to give his undivided attention to managing it, but I do ask you to reflect that duties such as I have indicated do not take up an unduly large part of the time of a business man, in fact I do not suggest that some of you should make a business of politics but that you should each and all of you realise the politics of business. It is becoming increasingly obvious that this latter is being appreciated elsewhere in India, and I cannot see why we should lag behind here in Bombay. When one reflects on the array of banking and commercial talent in Bombay, the possessors of which with twenty years and more of the most valuable financial and mercantile experience behind them, many of them willing to put their brains and experience at the service of the Government of the Presidency or the Government of India, and yet so many of them debarred from so doing, one realises how inadequately understood in England are the sweeping changes introduced by the Reforms in the administration of this country and all that these changes entail.

I now turn to our domestic affairs. The total Chamber membership on the 31st December last was 147, as compared with 149 on December 31st, 1921. Our accounts for the year just ended show that our income exceeded our expenditure by Rs. 28,444-8-11, and in this connection I have to ask your attention for a few minutes while I put before you a very important matter.

It has recently been decided in connection with the shipment of cotton from India to Japan, that freight on cotton is

to be for the future calculated at so much per bale and not, as hitherto, based on the cubic measurement, and consequent on this decision it follows that the Chamber's services in measuring the large quantities of cotton shipped each year from Bombay to Japan will no longer be required except in the case of one steamer per month ; in other words, gentlemen, our measurement fees for the current year must be expected to show a decrease of about Rs. 36,000. The question as to how this must be recovered is a very complex one, and will engage the very close attention of your Committee for the coming year ; I mention the matter now in order that the reasons for any steps that we may possibly have to undertake in order to make up for the decrease in our income may be more clearly understood if and when we are compelled to come to you for sanction to proposals designed to cover this loss of revenue.

We have during the year engaged an Assistant Secretary—Mr. Ainscough—who is now ably filling a much needed want.

Finally, Gentlemen, I desire to express my very sincere thanks to your Deputy Chairman, Mr. Goodall, for his loyal support and assistance during the past year : it is impossible for me adequately to convey my gratefulness for the ever cheerful manner in which he has invariably responded to my calls on his time, and my thanks are also due to the Members of the General Committee and the various sub-Committees who one and all have accorded me their sympathetic help and advice, and lastly to your Secretary, Mr. Sayer, of whose ability and capacity for hard work it is impossible to speak too highly, and to Mr. Royal and the remainder of the Chamber's Staff.

You have done me the great honour, gentlemen, of re-electing me your Chairman for the ensuing year, and I am deeply grateful for this signal mark of your confidence which I shall endeavour to the best of my ability to justify. I am more than pleased that you have secured Mr. Hudson as your Deputy Chairman and congratulate you on your wise choice.

I now beg to propose that the Report of the Committee of the Bombay Chamber of Commerce for the year 1922 be adopted and confirmed.

Mr. C. H. Goodall in seconding the proposal said :—Mr. Chairman, Your Excellency and Gentlemen,—After the speech that we have just listened to, there is little for me to say about the Committee's activities during the past year except in regard to the question of Railways.

In June of last year the Railway Board addressed this Chamber on the subject of the future management of the East Indian and the G. I. P. Railways referring to the report of the Acworth Committee and informing the Chamber that the recommendations of that Committee as to the abolition of Boards in London had been definitely accepted by Government.

The matter was referred by the Committee to a Special Sub-Committee over which I was deputed to preside, and as a result of that Sub-Committee's report a reply was sent to the Railway Board recommending that the future management of both railways should be entrusted to Companies freed as far as possible from undue interference by the State.

The question of State *versus* Company Management is so old and has been dealt with so frequently by this Chamber that it is unnecessary for me to go over in detail the reasons that made the Committee follow the traditions of this Chamber in favouring Company Management. It may not, however, be out of place if I mention that the Sub-Committee studied the Acworth Report in the light of the previous writings of Sir William Acworth. We preferred Sir William unadulterated. I refer particularly to his 'Historical sketch of State Railway Ownership' a book which we read with the greatest of interest and were thereby confirmed in our view that the path of State Management is the road to disaster. The gist of that book is contained in a single sentence which I will take the liberty of

quoting to you. "It is impossible" he says, "to obtain satisfactory results on Government Railways in a democratic State unless the management is cut loose from direct political control." This seems to me the most important consideration of all as regards railways in this country and its importance is increased enormously in the present transitional state of politics in India. It was this that the Sub-Committee had specially in mind when expressing their views on the subject. Apart from the dangers common to state management in all democratic countries, there are two special dangers for India.

Firstly, that any further addition to the already enormously increased responsibilities of the Central Government must react unfavourably not only on the Railways but also upon the general administration of the country.

And secondly that the present racial feeling is likely to lead to the adoption of a policy that has other ends in view than the efficient running of the railways.

We have just had an example of this in the resolution that was carried in the Council of State the other day for the Indianisation of certain posts in the State Railways. Personally I have every sympathy with the desire of Indians that all paths of advancement should be open to them, but I have little or no sympathy with the idea that men should be chosen for the posts merely because they happen to belong to a particular race or caste. Sentiment, I fear, is bound to have some influence in these matters at the present time, but if we allow it to be the decisive factor, we shall seriously endanger the efficiency of the railways, for after all railways are commercial undertakings and should be run on commercial lines and not those of sentiment.

I know that Englishmen in this country are often accused of making a fetish of efficiency and you, Sir, have reminded us recently in the Legislative Council that there may be things more important than mere efficiency. But in the matter of Railway

administration I venture to doubt whether, broadly speaking, there is anything more important than efficiency, and the economy that true efficiency implies. The future prosperity and well being of this country seem to me so intimately bound up with the efficient development of railway transport, that we cannot afford to take undue risks in this respect.

Well, Gentlemen, the decision has gone against us for the present, and the two railways of which I have been speaking are to be handed over to State Management. That decision is not altogether unexpected as financial reasons preclude for the present the formation of really independent companies, but I do not believe that that decision is final, for I have no belief in finality in politics and it is no new thing for a country to turn once more to Company Management after having tasted the fruits of Management by the State.

At present we have, I think, no information as to the actual system of State Management to be adopted. It has been suggested that a Board of Management should be associated with the Agent and that that Board should be composed mainly or entirely of business men. For my own part I should welcome some such arrangement as I think it would do a good deal to prevent the railways from being used in the game of political bargaining and free them from some of the worst dangers of direct state control.

Whatever the system of management that may be adopted, we, as a Chamber, and as individuals can probably help to secure efficiency by vigilance and by outspoken criticism when that is necessary. We may regret the decision that has been reached, but we must make the best of the situation as it is and do what we can to minimise the evils that we foresee.

Before I close, I should like to say a word as to the debt that the Chamber and I personally owe to our Chairman for the great amount of time and care that he has devoted to the

affairs of this Chamber. Never, I think, have we had so hard-working a Chairman; never, I feel sure, has a deputy had so light a burden to carry.

I wish also to express my sincere thanks to our Secretary and to the whole of the Chamber Staff for the valuable help they have given us in the past year.

With these remarks I beg to second the resolution.

The report was then adopted.

The Governor's Speech.

His Excellency the Governor said:—Mr. Chairman and Gentlemen,—This is I fear the last occasion on which I shall be accorded the privilege of attending the annual general meeting of this Chamber, and I should like at the outset of my remarks to tell you how greatly I have appreciated the Chamber's courtesy in inviting me here year after year and above all in permitting me to express my views to you and to hear your Chairman's annual address. I have always considered this a real privilege certainly of great advantage to myself, and I hope not entirely disadvantageous to this Chamber inasmuch as anything which tends to co-operation and understanding between this Chamber and Government must I think be of mutual advantage. I also wish to congratulate you on having so able a Chairman who has also had the honour of re-election for another year.

I was really pleased to hearing the note of optimism struck in your Chairman's able speech regarding the present position of Bombay's trade and the results of last year. Indeed, I think that note is well justified by the latest trade returns, which give reasonable ground for expecting a considerable revival in the current year. I told you last year that I thought you had every reason to be confident of the occurrence of this revival, and though it must be admitted that it has been slow in coming, still I do not think that when India looks to the condition obtaining in other countries she is justified in being pessimistic.

During the 10 months of the present financial year there has been a net favourable balance of trade to the extent of over 21 crores of rupees. In the corresponding period of last year there was an adverse balance of trade of nearly 32 crores, and in the same period two years ago an adverse balance of no less than 37 crores. Since April, the first month of the present financial year, there has been month by month, with the exception of June and of October, a surplus of exports over imports. Moreover the 28 per cent. increase in exports of merchandise and the 14 per cent. decrease in imports in the ten months of the present financial year as compared with its immediate predecessor show that the revival of trade is at least reaching more normal proportions.

The tonnage of vessels entered with cargoes from British ports and foreign countries was 5 per cent. less than in the ten months of last year; while the tonnage cleared was, be it noted 16 per cent. greater. Of £45 millions of gold exported from Great Britain in 1922, India was the second largest importer with nearly £14 millions, the United States receiving £26 millions.

There is also ground for encouragement in the statistics of internal prices. The wholesale index number of prices for Bombay which comprises 43 articles shows for January 1923 a fall of 31 per cent. in cereals, 7 per cent. in raw cotton, and 15 per cent. in cotton manufactures as compared with January 1922. The cost of living index is 6 per cent. below the level at this time last year. It is still however 55 per cent. above the pre-war level. It is true of course that there are other important factors to be reckoned with in the situation. Take for instance the direction of India's foreign trade. Our import and export trade with the United Kingdom was 40 per cent. of the total foreign trade of 1922, with the British Empire 54 per cent. with Europe 15 per cent. and with other foreign countries 31 per cent. And if we look to the conditions in these countries, in Great Britain at any rate recovery has been proceeding slowly.

To take a few important industries only, production in the coal industry has been restored to pre-war level. The output of pig-iron which in 1921 was the lowest for over 70 years has increase in recent months and some of the larger works are booked with orders for manufactured steel several months in advance. The one dull spot in the economic picture is the cotton industry, but I gather it is rather a question of price than quantity with this industry. Wages in the Lancashire cotton trade are now 95 per cent. above the list rates and 90 per cent. higher than in 1914. During last year the total reductions in wages amounted to 20 per cent. Before the war the consumption of cotton goods in this country was four thousand million yards per year, of which Lancashire supplied nearly three thousand million yards. In the year ended last March the consumption had dropped to 2,800 million yards, of which Lancashire supplied only 1,000 million yards a loss equal to two days work a week for the entire cotton trade for a year.

The imports of piece-goods into India show a large percentage increase in the current year. But until Europe is more settled any sustained revival of trade with India's customers abroad seems to be altogether out of the question.

In internal trade also there is one significant feature and that is that the Railways, for the year 1921-22 proved for the first time a direct loss to the State. For more than 20 years previously they had been a most important source of revenue, and it was of course the conditions so unfavourable to exports which prevailed then which were the cause of this disastrous state of affairs. It is to be hoped that the return of favourable balances of trade will set this matter right. I confess however to considerable anxiety in regard to the future of our Railways under State management. That management will have to be administered with the utmost care and skill if the many difficulties which history has shown to be almost inevitable in State control are to be avoided. We must hope for the best but the new experiments will need careful watching.

I have listened with great interest to your Chairman's very able exposition of the Exchange question and to his remarks and suggestions regarding India's financial position. I am not going to be guilty of the error of putting a mere layman's views before this assembly of experts and your Chairman's speech leaves little to be said, but I should like to make one remark on this point and that is that I am entirely and completely convinced of the necessity for any administration of keeping ordinary recurrent expenditure down to a level that is covered by its revenue. I am glad to say that my Government has clung to this rule with determination and some success. In spite of all the works we have undertaken and in spite of the abnormal difficulties with which we have been faced, we have managed during the last two years of my term of office to maintain a surplus of revenue over expenditure and to accumulate a strong closing balance.

With what your Chairman has said regarding rupee exchange I am in close agreement. My own theory is that stability of exchange must wait upon stability of trade conditions, and present indications seem to me to show that we are gradually nearing the normal in that respect. There has been a wonderful recovery in the dollar value of sterling until it is now within 5 per cent. of the old gold parity, and since it is incontestable that London is the world's monetary centre and the sterling bill is still the medium of international exchange, I foresee far reaching effects from this recovery.

You, Sir, have expressed in your speech considerable anxiety in regard to conditions in the Bombay Stock Exchange: and I will at once admit that I and my Government share those anxieties very largely. That they are widespread has been fully evidenced by the attitude of the Legislative Council in the matter and unless strong proofs that matters are mending is forthcoming in the immediate future it may, in the best interests of finance and trade, be necessary to consider the situation very carefully.

In conclusion, Sir, let me wish this Chamber and its members a speedy return of good trade and of normal conditions. I cannot claim that in my period of office Government has been able to do anything abnormal for your assistance, but I think perhaps we may claim to have had a steady policy and in face of great difficulties preserved a confident and serene outlook and confidence is one of the most important factors in trade recovery. We have tried too, Sir, to avoid at all costs interference with trade, but rather by our influence quietly to blend and co-ordinate as far as we could the great effort of those agencies that are recreating the city so as to make it an up-to-date port and a formidable rival to any other. In later years I trust that this will be shown perhaps to have been the most useful part which Government could have played. If this my claim is shown to be justified I shall be content.

Once again, gentlemen, I thank you sincerely for your constant courtesy and help to my Government at all times and no less invariably to myself.

THANKS TO THE COMMITTEE.

Sir Marshall Reid, Kt., C.I.E., in proposing a vote of thanks to the Chairman, Deputy Chairman, and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year, said :—I expect you are as surprised as I am to find a passenger like myself entrusted with an important resolution such as this. We can all appreciate the diffidence the outgoing Chairman, Mr. Nelson, would feel if he were required to tell us exactly what he thinks of the incoming Chairman, Mr. Nelson.

To meet such cases as this when a Chairman is good enough to undertake office for a second year, the tradition of the Chamber is to secure the assistance of the most antique ex-Chairman available and that is why I am standing here to-day.

This is a resolution which no one can have any hesitation in commending to you as it is well known that the Chairman-

ship calls for countless and unremitting work and sacrifice, and no Chairman has devoted himself to the work more whole heartedly than Mr. Nelson.

We are doubly indebted to him for undertaking the responsibilities of office for a second year.

I would also ask you to recognise specially the work of the Deputy Chairman and the Committee. It is only those who have been Chairmen who are in a position to know the amount of genuine hard work they are called upon to put in and which they so willingly undertake. Later on when they become Chairman or Deputy Chairman they will receive the appreciation which is naturally rather centered on the leading luminary.

I have much pleasure in commending to you the Resolution—

> "That the thanks of the Chamber be tendered to the Chairman, Deputy Chairman, and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year."

The resolution was seconded by **Mr. A. B. Morrison** and carried with acclamation.

Mr. H. P. Hebblethwaite proposed, **Mr. S. J Gillum** seconded, and it was agreed :—

> "That the following gentlemen be and are hereby elected members of the Committee of the Bombay Chamber of Commerce for the year 1923-24 :—
>
> F. C. Annesley, Esq.
> N. Birrell, Esq.
> V. A. Grantham, Esq.
> R. R. Hynd, Esq.
> R. McLean, Esq.
> A. B. Morrison, Esq.
> C. G. Nomico, Esq.

Major-General Sir Henry Freeland, K.C.I.E., C.B., D.S.O., proposed, **Mr. J. Greig** seconded, and it was agreed:

"That Messrs. A. F Ferguson and Co. be and are hereby re-elected Auditors of the Chamber's accounts for the year 1923 on the remuneration hitherto paid to them."

Mr. N. Birrell proposed, **Mr. J. R. Abercrombie** seconded, and it was agreed :—

"That Mr. F. Nelson, M.L.C., and Mr. L. S. Hudson be and are hereby elected Trustees of the Chamber's Provident Fund for the year 1923-24."

Mr. L. S. Hudson, in proposing a vote of thanks to His Excellency the Governor for his presence at the meeting, said :—Gentlemen,—The honour has fallen to me of proposing to His Excellency the Governor a very hearty vote of thanks for again coming to the annual meeting of the Chamber of Commerce thereby showing the continued interest he takes in the activities of this body. His Excellency has, before this, been referred to as the busiest man in Bombay, and I think there is little doubt that there are few of us in this room who put in the number of hours of real hard work during the week that His Excellency does and we therefore greatly appreciate his action in giving up a portion of his valuable time to come here to-day. I am confident that I am voicing your regret that in all probability this will be the last occasion on which His Excellency, at any rate as Governor of this Presidency, will attend at our annual deliberations. Though Sir George Lloyd's destiny may take him, I was going to say to another sphere, but this perhaps may be open to misinterpretation, though I say his destiny may find further fields for his energy and determination to explore, I think we may be sure that the desire to see the fruition of his schemes will be sufficiently strong to draw him to these shores again. In the very near future the various plots of ground in our suburbs which at present appear to be the happy hunting grounds of unkempt coolies and diminutive donkeys will be covered with suburban residences peopled with

the workers of this great city. His Excellency will surely desire to see the completion of these additions to Greater Bombay, to see the electrification of the Railway systems, the Bandra and Salsette districts supplied with electricity and an efficient water supply. He will want to see his larger Backbay and Harbour projects coming to completion, the obliteration of slums and death traps in the native town which benefits this and future generations of Bombayites will gratefully remember to have been mainly due to the push and drive of His Excellency and his government.

His Excellency has recently had the satisfaction of being able to show a balanced budget, a desideratum attained by cutting his coat according to his cloth, and although the envious in other provinces may retort that there is more than a sufficiency of cloth in Bombay it is nevertheless the fact that the pruning knife has been used with a firm, and, as we hope events will prove, a judicious hand. Here in Bombay we are sometimes apt to be parochial in our views and whilst pluming ourselves on the development and improvement of our city we should not forget His Excellency's efforts for the advancement of the Presidency at large of which Bombay is but the chief centre. These efforts of His Excellency and his Government will, we trust, result amongst other great projects in the construction of the Sukkur barrage, the greatest of many great schemes making for the good of the Presidency, and, as what is good for one is usually good for all, for the benefit also of the city of Bombay.

We have to thank His Excellency for the assistance he has given in the matter of the removal for its betterment of St. George's Hospital. Those of us who were present at the meeting held in this room at which His Excellency was present will be aware of the deep personal interest His Excellency has displayed in this important matter and though the threads have become somewhat entangled we hope that we shall continue to have the sympathetic assistance of His Excellency and his Government towards their unravelment, and that before long the urgent

and vitally necessary rebuilding of the hospital may be commenced. In this connection you will have seen from this morning's paper that the vexed question of the site of the Hospital has been recommitted to the Special Committee for reconsideration and report. Your Committee and those gentlemen who sat with them have been and are working whole heartedly for the benefit of the majority of the communities who use the Hospital and the reference of the matter back to the Special Committee will give everyone desirous of doing so full opportunity of airing their views and so enable us to come to a decision on this momentous subject.

Gentlemen, I venture to think, that His Excellency would be a little disappointed if he were not present in Bombay at the time when the Associated Chambers hold their meeting here at the end of the year. I understand that the President has every hope of arranging for the meeting to take place early in the month of December before His Excellency leaves us and I am sure His Excellency will take a leading part in welcoming and entertaining our guests. This will be the first time that Bombay will have the honour and pleasure of showing the commercial magnates of other Provinces our resources and also the results of the travail and labour of the past few years.

Gentlemen, ladies now sit as Corporators of this city but so far no member of the other sex has been elected a member of your Chamber but the possibility of this in the future need not be put aside, and such being the case, I hope that I shall not be out of order in alluding to Her Excellency's efforts for the amelioration of the conditions of the workers in this city, more particularly in connection with Infant Welfare and the Red Cross Society.

Before sitting down I trust I may be allowed to introduce a personal note and thank you for the great honour you have done me in electing me Deputy Chairman of the Chamber for the ensuing year. It will be difficult for me to emulate the

distinguished members of the Chamber who have preceded me but I shall do my best. Gentlemen, I beg to propose a very hearty vote of thanks to His Excellency Sir George Lloyd for his presence here to-day.

Mr. D. W. Wilson, C.I.E., in seconding the proposition, said :—Mr. Chairman, Your Excellency and Gentlemen,—I have very much pleasure in seconding the vote of thanks which has just been proposed. Usually the seconding of a resolution is a formal, brief and colourless affair, and often necessarily so owing to the flight of time. In a proposition of this nature however I should like if I may detain you for a moment to say this is no ordinary vote of thanks, for once again we have sincerely to thank His Excellency for sparing time from his numerous engagements and busy life to attend our annual meeting this afternoon. Being hard working business men ourselves we can appreciate all the more the self sacrifice he has shown in attending our meetings on many occasions. The proposer has expressed our united thanks to His Excellency which we all thoroughly endorse. It was only a very short while ago that His Excellency almost apologised for appearing in this room for a second time during a cold weather season. He has dared it a third time I am glad to say with most excellent results and I only hope he will be with us on other occasions before we have to bid a very reluctant good-bye to a Governor who has shown us such an unusually large measure of sympathy, given us wise advice and been of real genuine assistance to the commercial community. I have very much pleasure in seconding the vote of thanks.

The proposition was carried with acclamation.

A vote of thanks to the Chairman terminated the proceedings.

Bombay Chamber of Commerce.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1923.

The annual ballot for the office of the Chairman took place on the 31st January 1923, and resulted in the re-election of **Mr. F. Nelson, M.L.C.**

ELECTION OF DEPUTY CHAIRMAN FOR 1923.

The ballot for the above office took place on the 21st February 1923 and resulted in the election of **Mr. L. S. Hudson.**

BOMBAY LEGISLATIVE COUNCIL.

Chamber's Representatives.

Mr. H. P. W. Macnaghten and **Mr. S. J. Gillum,** the Chamber's representatives in the Bombay Legislative Council, resigned their seats in April 1922 on proceeding to Europe and **Mr. F. Nelson** and **Mr. A. J. F. Hood** were duly elected to serve in their stead.

MUNICIPAL CORPORATION.

Chamber's Representatives.

The terms of office of **Mr. H. G. Cooke** and **Mr. F. Portlock** expired on the 31st March 1922, and in accordance

with the prescribed regulations they were re-elected to serve for a further period of three years. The City of Bombay Municipal Act, 1888, was however subsequently amended by Act No. VI of 1922 and the constitution and franchise of the Corporation was considerably changed thereby, necessitating a fresh election in January 1923. Under the revised constitution the Chamber is now entitled to only one representative and the ballot for this seat was held on the 8th February 1923, when **Mr. G. L. Winterbotham** was elected.

PORT TRUST BOARD.

Chamber's Representatives.

In January 1922, **the Hon'ble Sir Arthur Froom, Kt.,** obtained three months' leave of absence from the Board Meetings and in accordance with the prescribed regulations **Mr. L. S. Hudson** was elected to serve in his stead. Later in the year the Hon'ble Sir Arthur Froom again obtained leave of absence until the end of October and Mr. L. S. Hudson was again elected to serve during his absence.

The terms of office of **Mr. T. W. Dowding, Mr. H. T. Gorrie** and **Mr. A. K. Graham** expired on the 31st March 1922. A ballot was held on the 8th March 1922, and resulted in the election of **Mr. T. W. Dowding, Mr. H. T. Gorrie** and **Mr. N. Birrell.**

In December 1922, Mr. F. C. Annesley obtained leave of absence from the Board Meetings up to the end of his term of office, *i.e.*, 31st March 1923, and Mr. H. P. Hebblethwaite was elected to serve in his stead.

CITY OF BOMBAY IMPROVEMENT TRUST BOARD.

CHAMBER'S REPRESENTATIVE.

The term of office of **Mr. Harry T. Gorrie** expired on the 31st March 1922 and, in accordance with the prescribed regulations, he was re-elected to serve for a further period of two years, with effect from the 1st April 1922.

ADVISORY COMMITTEE TO DIRECTOR OF DEVELOPMENT.

CHAMBER'S REPRESENTATIVE.

Mr. F. A. H. East, the Chamber's representative on the Bombay Development Advisory Board for the City of Bombay obtained 8 months' leave of absence from the Board Meeting in April 1922 and **Mr. E. C. Reid** was elected to serve during his absence.

ADVISORY COMMITTEE TO THE DIRECTOR OF INDUSTRIES.

CHAMBER'S REPRESENTATIVE.

Mr. H. P. W. Macnaghten, the Chamber's representative on the Advisory Committee to the Director of Industries, having resigned his seat on his departure for Europe, **Mr. N. Birrell** of Messrs. W. & A. Graham & Co. was appointed in May 1922 to serve in his stead.

Early in November 1922 the Committee were consulted by Mr. Birrell on the question whether the Provincial Department of Industries should be continued and, after examining very carefully the various aspects of the question, they informed Mr. Birrell that they were of opinion that the arguments in favour of the abolition of the Department outweighed those adduced in support of its retention.

SYDENHAM COLLEGE OF COMMERCE AND ECONOMICS.

CHAMBER'S REPRESENTATIVE ON THE ADVISORY BOARD.

Mr. J. B. Crichton, one of the representatives of the Chamber on the Advisory Committee of the Sydenham College of Commerce and Economics, resigned his seat on proceeding to Europe in March 1922 and **Mr. E. C. Dalton** was nominated to serve in his stead.

ST. GEORGE'S HOSPITAL ADVISORY COMMITTEE.

CHAMBER'S REPRESENTATIVE.

Mr. V. A. Grantham, the Chamber's representative on the Advisory Committee of St. George's Hospital, resigned his seat in March 1922 on proceeding to Europe and **Mr. R. R. Hynd** was nominated to serve in his stead.

BOMBAY SMOKE NUISANCES COMMISSION.

CHAMBER'S REPRESENTATIVE.

Mr. A. Geddis, who was nominated to serve as the Chamber's representative on the Bombay Smoke Nuisances Commission for a period of two years, commencing from the 1st January 1922, resigned his seat on proceeding to Europe in March 1922 and **Mr. B. Brown** was nominated by the Committee to serve in his stead.

INDIAN CENTRAL COTTON COMMITTEE.

CHAMBER'S REPRESENTATIVE.

(*See Report* 1921, *Vol.* I, *p.* 194.)

Mr. V. A. Grantham, the Chamber's representative on the Indian Central Cotton Committee, having obtained

leave of absence from the meetings owing to his departure for Europe in March 1922, **Mr. C. H. Goodall** was nominated to serve in his stead.

AUXILIARY FORCE ADVISORY COMMITTEE.

CHAMBER'S REPRESENTATIVE.

Mr. H. P. W. Macnaghten, M.L.C., the Chamber's representative on the Auxiliary Force Advisory Committee, obtained leave of absence on proceeding to Europe in May 1922, and **Mr. F. C. Annesley** was nominated to serve during his absence. Later in the year **Mr. Annesley** resigned his seat and **Mr. D. W. Wilson, C. I. E.,** was nominated to serve in his stead.

ARMY CANTEEN BOARD.

CHAMBER'S REPRESENTATIVE.

Early in 1922 the Government of India established a Corporation called the Army Canteen Board (India) to manage Army Hostels and Regimental Institutes in certain districts in India. The Board was incorporated under the Indian Companies Act of 1913 and the Articles of Association provide for the appointment, by the Board of Management, as members of the Corporation, of three unofficial gentlemen representing commercial interests in India. The appointments are non-executive and unpaid. The duties of the appointments are nominal and merely involve attendance, if possible, at an Annual General Meeting which is held during the sessions of the Council of State in Simla or Delhi and the liability to be called upon for advice or suggestions regarding the trading aspect of the Board's activities, etc.

The object of the appointments is two fold—

(*a*) to enable commercial interests in India to be represented in the conduct of the business of the Corporation; and

(*b*) to provide the Board with consultants possessing first hand knowledge of business matters in India.

In communicating the above particulars to the Committee of the Chamber, the Chairman of the Board of Management of the Army Canteen Board stated that it had been unanimously decided to request the Chairman of the Chamber to act as one of the three representatives of commercial interests in India.

The Board of Management were duly informed that the Chairman of the Chamber, **Mr. F. Nelson, M.L.C.,** would be pleased to serve as an ex-officio member of the Board.

ASSISTANT SECRETARY OF THE CHAMBER.

As foreshadowed in the Chairman's speech at the last Annual General Meeting, the Committee decided during the year under review to fill the office of Assistant Secretary of the Chamber which had been vacant since the late Secretary's departure on leave in May 1920 and Mr. R. Ainscough, was appointed to the post with effect from the 1st August 1922.

APPOINTMENT OF ADDITIONAL ASSISTANT SECRETARY ON SPECIAL DUTY IN CONNECTION WITH THE WORK OF THE BOMBAY MILLOWNERS' ASSOCIATION.

The Bombay Millowners' Association in September 1922 informed the Committee of the Chamber that after the most careful and earnest consideration they had decided that the

time had arrived when, if the Association were to cope adequately and efficiently with the great increase, both in volume and importance, of its activities which they foresaw in the immediate future, it was essential that its office organization should be under the control of a whole time officer possessing considerable technical knowledge and experience of the practical side of the cotton textile industry, in addition to the secretarial ability and experience of no mean order which they had been accustomed to expect from the various secretaries of the Chamber who had hitherto carried on the secretarial work of the Association. The latter added that moreover there remained the contingency that, if the work of the Association continued to increase upon a scale commensurate with the development and progress of the industry, it might be necessary at a later date to effect a complete separation of the office organizations of the two bodies but such was not the desire of the Committee of the Association at the moment. Briefly the Association's proposal was that the Chamber should engage an additional Assistant Secretary with the necessary technical experience, who should be, to all intents and purposes, a whole time Secretary of the Association except that in all matters affecting the internal organization and discipline of the office he would be under the orders of the Secretary of the Chamber; he would also be required to comply with the Chamber's rules and regulations under which he would of course be engaged.

The Committee of the Chamber have agreed to the proposal and to an amendment of the existing agreement between the two bodies which is necessitated thereby. At the suggestion of the Association the Committee have appointed Mr. T. Maloney, M.C., to the post and he is expected to take up his duties on or about the 1st April 1923. Mr. Maloney is at

present employed as Adviser on Humidification to the Government of India, in which capacity he has recently completed a detailed enquiry into the conditions of work in Indian mills. (*Appendix* A-1).

SUB-COMMITTEES.

Following the procedure adopted in former years, the undermentioned Sub-Committees were appointed to assist the General Committee during the year 1922 :—

Import Sub-Committee.

L. Barraclough, Esq.
R. D. England, Esq.
M. Fox, Esq.
R. D. Marshal, Esq.
E. G. Montgomery, Esq.
F. F. Stileman, Esq.

Shipping & Export Sub-Committee.

P. H. Browne, Esq., C.B.E.
A. H. Compton, Esq.
C. F. Morris, Esq.
J. Muller, Esq.
H. Primrose Wells, Esq.

Docks & Railways Sub-Committee.

D. S. Burn, Esq.
C. H. McDowall, Esq.
E. T. Robinson, Esq.

Finance Sub-Committee.

R. R. Hynd, Esq.
J. A. Kay, Esq.
A. W. Marshall, Esq.

Mr. P. H. Browne, C.B.E., Mr. A. H. Compton, and Mr. R. D. Marshal subsequently resigned their appointments and were succeeded by Mr. L. S. Hudson, Mr. H. H. Sawyer and Mr. W. Deacon, respectively.

CHAMBER MEMBERSHIP.

The total Chamber Membership of the Chamber on the 31st December 1922 was 147 against 149 at the end of

1921. The following are the names of the Chamber Members elected during the year under report :—

Messrs. Gillanders, Arbuthnot & Co.—Proposed by Messrs. Killick Nixon & Co., and seconded by Messrs. Turner Morrison & Co., Ltd.

The Orient Company (India), Ltd.—Proposed by Messrs. W. & A. Graham & Co., and seconded by the Alliance Bank of Simla, Ltd.

Messrs. W. & T. Avery, Ltd.—Proposed by the National Bank of India, Ltd., and seconded by Messrs. Richardson and Cruddas.

Messrs. Braithwaite & Co., Engineers, Ltd.—Proposed by Messrs. W. & A. Graham & Co., and seconded by Messrs. Turner Morrison & Co., Ltd.

Messrs. Jost's Engineering Company, Ltd.—Proposed by the National Bank of India, Ltd., and seconded by Messrs. Bennett, Coleman & Co., Ltd.

The Indian States and Eastern Agency, Ltd.—Proposed by Messrs. Mackinnon Mackenzie & Co., and seconded by the Agent, B. B. & C. I. Railway.

Messrs. Meyer Nissim & Co.—Proposed by the National Bank of India., Ltd., and seconded by Messrs. W. H. Brady & Co., Ltd.

The following resigned Chamber Membership during the year under report :—

Messrs. Childs and Joseph.
Messrs. John Bruce Murray Son & Co.,
Messrs. Lipton, Ltd.
Messrs. Weld & Co.
The Porcupine Foundry, Ltd.
The Russo Asiatic Bank.
Messrs. L. & I. Rappaport.
Messrs. J. F. Kendrew & Co.
Messrs. C. Boggiano & Co.

THE CHAMBER'S PROVIDENT FUND.

At their meeting held on the 20th December 1922, the Committee of the Chamber decided to raise the rate of interest allowed under rule 21 of the Chamber's Provident Fund Rules on the amount standing to the credit of members from 4 to 5½ per cent. as from 1st January 1923.

THE CHAMBER'S MEASUREMENT DEPARTMENT.

(*See Report* 1920, *page* 9.)

As it was found necessary during the year under review to re-distribute the work of the senior members of the Measurement Department, the Committee took the opportunity to re-grade the staff as from 1st April 1922. For purposes of comparison the old scales of pay and those adopted by the Committee from the above date are given below :—

OLD SCALE.

1	Superintendent	.. 500—25—750
4	Senior Measurers (1st Grade)	.. 350—20—450
4	Senior Measurers (2nd Grade)	.. 250—20—350
8	Junior Measurers	.. 125—20—250

NEW SCALE.

1	Superintendent	.. 500—25—750
6	Senior Measurers	.. 350—20—450
10	Junior Measurers	.. 150—20—350
	Probationers (6 months)	.. 125.

MEASUREMENT OF COTTON BALES SHIPPED TO JAPAN.

A joint letter was received in November 1922 from Messrs. Mackinnon Mackenzie & Co., Agents, the P. & O. and B. I. S. N. Companies, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha intimating that it had been agreed recently

between the shipping companies and the Japanese Cotton Spinners that in future freight on cotton should be charged on the basis of so much per bale instead of per ton of 40 cubic feet. The shippers of cotton to Japan would therefore no longer be required to cube out on the measurement slips the cubic measurement of each bale, but it would, however, still be necessary for the shipping companies to be in possession of the information in order that they might be assured that the bales being shipped were of uniform size.

In the circumstances the steamship companies in question enquired whether the Chamber would be prepared to undertake to enter the cubic measurement of the bales on the measurement slips, as well as the separate dimensions, as otherwise the slips would be of little use.

The representation received the careful consideration of the Committee who estimated that if they were to discharge efficiently the additional duty the cost to the Chamber of the extra staff required in that connection would be Rs. 6,000 per annum. The Committee accordingly informed the steamship companies concerned that they were prepared to issue instructions for the work to be undertaken on the understanding that the expenses incurred in carrying out the same would be defrayed. The Committee also requested that adequate notice might be given in the event of it being decided that the Chamber should be asked to carry out the work on the conditions above indicated.

Subsequently the Committee were informed, however, that the steamship companies did not desire that any alteration in the present system should be made at the moment but that in the event of any change being ultimately decided upon the Chamber would be afforded adequate notice (*Appendix* A-2.)

TONNAGE SCALE.

CLEANED COTTON SEED.

The Tata Engineering Company, Ltd., in March 1922, enquired as to what tonnage scale would be fixed by the Committee for cotton seed which had been cleaned and defibrated before shipment. It was pointed out that under the existing scale cotton seed was scheduled at 13 cwts. to the ton, but it was argued that if the seed were treated in the manner described, the bulk of the seed would be considerably reduced on account of the absence of the fibre and foreign matter. The seed in its pure condition would be similar to any other oil seed exported from India at the moment.

In replying to the Tata Engineering Company, Ltd., the Committee stated that before the question could be dealt with it would be necessary for them to submit a sample of the treated cotton seed (not less than 5 tons in bulk) in order that the necessary tests might be carried out.

As the Chamber has not been able to obtain the requisite quantity of the article in question, no test has so far been made. (*Appendix* A-3).

TONNAGE SCALE.

PROPOSED REVISION.

At the instance of several members of the Chamber the Committee had occasion towards the end of the year under review to examine the rates fixed under the Tonnage Scale for certain classes of articles. The question was referred in the first instance to a special Sub-Committee consisting of Messrs. R. R. Haddow, E. Lieberherr, H. Primrose Wells and H. A. Harocopos, who recommended that in regard to the specific instance brought to their notice, namely the proposed

declaration of a separate scale for "Linseed Bold, in bags" the decision should be deferred pending the completion of a series of tests at different periods of the year.

This Sub-Committee also recommended that retests should be made of many other articles and that for this purpose a new testing bin should be constructed larger and stronger than the old one which was too small and too prone to expand when filled with the article under test to give accurate results.

Accordingly another Sub-Committee was appointed to supervise the construction of a new testing bin and the subsequent testing of many of the tonnage scales.

As it is proposed to test each article twice, once during the dry and once during the wet months, the work of this Sub-Committee will continue for some time and the alterations, if any, of the tonnage scale, based upon their report, will not take place till towards the end of the ensuing year.

PROPOSED AMENDMENT OF THE CHAMBER'S RULES AND REGULATIONS GOVERNING GENERAL DISPUTES AND ARBITRATIONS.

(*See Report* 1921, *page* 6.)

As was noted in the Report for 1921, page 6, the Committee approached the Bombay Native Piece-goods Merchants Association with a view to the amendment of the agreement between the Chamber and the Association in regard to piece-goods arbitrations on the lines suggested by the Import Sub-Committee in connection with the amendment of the Chamber's rules for the government of general disputes and arbitrations. The Association appeared, however, unwilling to agree to the proposed modifications of the existing agree-

ment on the grounds that (*a*) the proposed deletion of clause 5 (making it compulsory for the umpire to agree with one or other of the surveyors, or to award compensation within the limits awarded by the surveyors) would affect the rights and liabilities of the contracting parties, that the clause had been in operation more than eight years without any suggestion of illegality being raised, and that it served an eminently useful and effective purpose ; (*b*) the proposed substitution of a *pro rata* scale of fees for the existing flat rate would inflict a further and unnecessary burden on the piece-goods trade which in the existing condition of that trade was undesirable.

The Committee were, however, prepared to waive the question of the deletion of clause 5 and the only difference outstanding therefore was in regard to the scale of fees, in consequence of which considerable difficulty was experienced in maintaining the Chamber's panels of piece-goods surveyors and umpires at full strength. When the question of the amendments of the *force majeure* clause in piece-goods contracts (q.v.) was suggested by the Manchester Chamber, the Committee requested the Sub-Committee who had been appointed to report on that matter, to advise them also "as to what action, if any, should be taken in regard to the introduction of the proposed new by-laws to regulate general disputes and arbitrations referred to the Chamber for settlement, with particular reference to the Chamber's agreement with the Bombay Native Piece-goods Merchants' Association in that connection."

The Sub-Committee, however, advised that they did not consider the time opportune at which to raise the question of the revision of the scale of fees for arbitrations and the Committee decided to take no further action in the matter at the moment.

VISIT TO THE CHAMBER OF THE HON'BLE SIR MALCOLM HAILEY.

The Hon'ble Sir Malcolm Hailey, K.C.S.I., C.I.E., I.C.S., Finance Member of the Government of India, accompanied by the Hon'ble Mr. E. M. Cook, C.I.E., I.C.S., Secretary to the Government of India, Finance Department, Mr. A. C. McWatters, C.I.E., I.C.S., Controller of the Currency, Mr. H. Denning, I.C.S., Deputy Controller of the Currency, Bombay, and Mr. A. A. L. Parsons, I.C.S., met the General Committee and Finance Sub-Committee of the Chamber on Tuesday, 4th April 1922, for an informal discussion on various financial and currency questions, including (1) the issue of currency notes against Bills of Exchange; (2) the general question of utilizing the Gold Standard Reserve in the circumstances obtaining, at that time with particular reference to the manner in which it might be so utilized; (3) the advisability of devoting the interest from the securities in the Gold Standard Reserve to revenue purposes; (4) the question of the proposed import duty on silver raised by Sir Montagu Webb during the previous session of the Legislative Assembly; (5) railway finance; and (6) the administration of the Income-Tax Act.

A summary of the proceedings at the meeting will be found in *Appendix* **B-1.**

VISITS TO THE CHAMBER OF THE HON'BLE MR. H. A. F. LINDSAY.

The Hon'ble Mr. H. A. F. Lindsay, C.B.E., I.C.S., Secretary to the Government of India, Commerce Department, met the Committee of the Chamber on Tuesday, 18th July 1922, for an informal discussion on various matters affecting his department, particularly (*a*) the training of watchers under the Indian

Wireless Telegraphy (Shipping) Rules; (*b*) the shortage of wagons for the supply of manganese ore to Bombay; (*c*) the question of India's participation in the British Empire Exhibition 1923, with particular reference to this Presidency; and (*d*) the proposed amendment of Section 37 of the Sea Customs Act, 1878.

Mr. Lindsay was subsequently appointed Indian Trade Commissioner in London and was succeeded by Mr. D. T. Chadwick, C.I.E., I.C.S., who, on the occasion of his arrival in India in October 1922 to take up his new duties, also met the Committee of the Chamber for an informal discussion of a similar nature.

VISITS TO THE CHAMBER OF THE HON'BLE MR. C. A. INNES.

The Hon'ble Mr. C. A. Innes, C.S.I., C.I.E., I.C.S., Member of the Viceroy's Executive Council in charge of Commerce, Industries and Railways, met the Committee of the Chamber on Wednesday, 5th April 1922, for an informal discussion on various commercial and industrial matters, including (*a*) the employment of women for night work in ginning and pressing factories; (*b*) the rate of duty applicable to imported goods in the event of an alteration in the duty or tariff valuation; (*c*) the balance of trade statistics; (*d*) railway finance; (*e*) the E. I. Railway strike; (*f*) the Bill to consolidate and amend the law relating to merchant shipping; (*g*) the proposed legislation for the registration of Trade Unions; and (*h*) the Workmen's Compensation Bill.

The Hon'ble Member again met the Committee and Finance Sub-Committee of the Chamber on Friday, 8th December 1922, for an informal discussion on various commercial matters, more particularly with regard to (1) the proposed railway from Katni to the Bengal Coal-fields and (2) the desirability

of increasing the Stamp Duty on Demand Promissory Notes (*Appendix* B-2).

VISIT OF MR. A. M. CLARK TO THE CHAMBER.

Mr. A. M. Clark, Member of the Railway Board, met the Committee of the Chamber on the 16th August 1922 for an informal discussion on railway matters, including, *inter alia*, the shortage of wagon supplies for the transport of manganese ore from the Central Provinces to Bombay during certain periods of the year and the proposed new scheme for the distribution of coal wagons in the Bengal collieries.

In connection with the first of these items, *viz.*, the shortage of wagon supplies, the Committee pointed out that the failure of the railway administrations concerned to allot an adequate supply of wagons for the transport of manganese ore from up-country to Bombay during the period December to June, when the situation was as a rule most acute, had become an annual occurrence.

Mr. Clark, after explaining at some length the position in the above regard, stated, however, that he could not hold out any hope of a material improvement in the situation, so far as the period in question was concerned, until after the completion of the five years' railway programme which had recently been sanctioned and he again emphasized the desirability of accumulating stocks against cold weather shipments while the wagon supply remained, as at that date, equal to the demand.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

The fourth Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon was held in Calcutta

on the 8th and 9th January 1923 when this Chamber was represented by the Chairman, Mr. F. Nelson, M.L.C., and Mr. C. B. Sayer, the Secretary.

At the above meeting the Bombay Chamber of Commerce was elected to nominate the President for the ensuing year and the Committee duly nominated the Chairman of the Chamber, Mr. F. Nelson, M.L.C., to that office. Similarly the Secretary of the Chamber was elected Secretary of the Associated Chambers of Commerce of India and Ceylon for the same period and the headquarters of the Association were transferred to Bombay where the next Annual Meeting will be held.

The following is a list of the subjects in connection with which resolutions were unanimously adopted at the above meeting :—

1. The Indian Legislative Assembly.
2. Double Income Tax.
3. Taxation of Motor Vehicles (Local).
4. The Currency Question.
5. The Retrenchment Committee.
6. The Port of Chittagong.
7. Railway Management.
8. Wireless Communications
9. Proposed Legislation for the Provision of Compensation to Workmen.
10. Foreign Consuls.
11. Commercial Aviation.
12. Government Competition with private enterprise.
13. The Administration of Justice.

Resolutions in connection with the following subjects were adopted by a majority of the Chambers represented at the meeting :—

1. Indian Stamp Duties.
2. The Fiscal Policy of India.
3. The Export Duty on Hides and Skins.
4. Taxation of Motor Vehicles (Customs).
5. The Imperial Institute.

The full texts of the above resolutions will be found in *Appendix* C.

THE ST. GEORGE'S HOSPITAL.

In the month of June 1922 the Acting Surgeon-Superintendent of St. George's Hospital brought to the notice of the Chamber that owing to the lack of funds and the policy of retrenchment adopted by Government, it was impossible to keep up the St. George's Hospital as an efficient establishment for the treatment of the European sick of the city. He therefore enquired whether the Chamber would consider the fathering of a scheme by which all the British firms would give an annual subscription to assist in the upkeep and improvement of the hospital.

The matter received the most careful consideration of the Committee who however felt they could not sponsor an appeal to the European community of Bombay based on these grounds, for they were of opinion that, if this sum were raised, it would not offer a solution of the problem of the future of St. George's Hospital largely dependent as it was on Government grants, which in turn were subject to the vote of the Legislative Council. The Committee felt that the time had

come for the European residents of Bombay to consider as to whether the St. George's Hospital should cease to be a Government institution and should be taken over by the European community of Bombay, managed by a Governing Body selected from that community, and carried on for the benefit of those residents of Bombay who were entitled to admission, *i.e.*, Europeans, Anglo-Indians, Jews and the better class of Japanese.

The Committee accordingly suggested to the Surgeon-Superintendent that Government should agree to lease in perpetuity, free of rent and taxes, St. George's Hospital and the grounds in which it stood to a managing body, representative of the European community, and thereafter formally renounce all control over its income and management and added that starting from this standpoint, subject to the consent of a General Meeting of their members, they would then be prepared to sponsor and press an appeal to the European community of Bombay to accept such an offer and assume, for the future, the responsibility for the general welfare, finances and efficiency of the hospital.

In the opinion of the Committee a Government grant would be due, even in these altered circumstances, but such a grant would only be acceptable provided it carried with it no element of Government control.

In conclusion, the Committee requested that, in the event of Government being willing to discuss the proposal further one or more of its officers might be deputed to meet the Committee, in order that the subject might receive full and comprehensive consideration.

Various discussions then took place between the Chairman of the Chamber and the authorities concerned, culminating

in the Government of Bombay expressing their willingness to grant, for a nominal consideration, a long lease of St. George's Hospital and the grounds in which it stood to a Trustee Committee, representing the European community of Bombay, should the latter consider that they were justified in assuming this responsibility.

A meeting of the Committee of the Chamber was thereupon convened to which were invited :—

Mr. H. G. Cocke, representing the European Association;

„ F. W. Petch, representing the Bombay Presidency Trades Association, Ltd.

„ J. Addyman, M.L.C., representing the European Textile Association ; and

„ R. R. Hynd, the Chamber's representative on the Advisory Board of St. George's Hospital.

The proposal that the Hospital should in future be administered and supported by the European community of the city was discussed in all its bearings and accepted unanimously, provided it could be proved that it was not financially impossible.

Subsequently a Special Committee was appointed consisting of :—

Sir Stanley Reed, Kt., K.B.E., LL.D. (Chairman),

Mr. P. R. Cadell, C.S.I., C.I.E., I.C.S.,

Bt. Lt.-Col. R. Markham Carter, C.B., F.R.C.S., I.M.S.

Major I. Davenport Jones, I.M.S.,

Mr. N. Birrell,

Mr. F. W. Petch,

Mr. H. G. Cocke,

with Mr. C. B. Sayer as Secretary, who were requested to formulate and submit a definite scheme, together with the approximate initial yearly cost thereof, vesting the administration of St. George's Hospital in a Governing Body representing the European, Anglo-Indian, Jewish and Japanese communities, with special reference to the suitability or otherwise of the existing site and the initial expenditure required to place the hospital in first class condition, both as regards the building and equipment; and generally to make suggestions or recommendations that might seem germane to the enquiry.

In considering the question of the financial arrangements involved in their recommendations the Committee were requested to take legal opinion—

(*a*) as to whether, in the event of the scheme maturing, St. George's Hospital might be expected to continue to receive its present share of the Corporation's annual payment to Government under Section 62 (1) of the City of Bombay Municipal Act and, if not, as to what action might be considered necessary in order to ensure its continuance, and

(*b*) as to the position of the Trustees of the European General (St. George's) Hospital Endowment Fund in the event of the Committee's recommendations being adopted.

The Special Committee went very carefully into the whole question and in their report stated that they were strongly of opinion, that, if satisfactory terms could be arranged with Government, immediate steps should be taken by the European community of Bombay, in co-operation with such

other communities as used St. George's Hospital, or who required hospital treatment in the European method, to assume control and management of its own hospital.

Whilst strong in their conviction that the European community should take immediate steps to secure the control and management of its own hospital, the Special Committee stated they could not advise that it should assume any permanent responsibility for the institution as long as it was located on the present site and in the existing buildings. They were unanimously of opinion that it was impossible, by any expenditure of money or increase of staff, to make the existing hospital permanently satisfactory. The main reasons which had forced them to this conclusion, they stated, were the unsuitable nature of the existing buildings, their insanitary surroundings, and above all the continued noise due to the proximity of a great railway terminus and of a large goods and shunting yard in which work was carried on at night. The Special Committee contended that no ameliorative measures would have any curative effect and the hospital should be removed at the earliest possible moment.

In regard to the selection of a site for the new hospital the Special Committee, after carefully considering various alternative proposals, finally recommended the adoption of a site at East Colaba to the north of the Pilot Pier. This site, they considered, offered many special advantages which in their opinion were not possessed by any practicable alternative as in addition to being the most central available possessed a further advantage, inasmuch as according to the expert advice at their disposal, work on the new building, if erected on foundations composed of arches and piers actually on the rocks, could be begun as soon as the plans were ready.

In discussing the financial aspect of the proposals put forward the Special Committee estimated that the cost of constructing and equipping a modern hospital of 200 beds at East Colaba would be approximately Rs. 50 lakhs, while after tapping all possible sources of revenue it was expected that the expenditure would exceed the income by about Rs. 2,10,000. The Special Committee recommended that this deficit should be met by guarantees on a *per capita* basis, each firm or individual not classed as indigent desiring to make use in case of sickness of the facilities afforded by the hospital guaranteeing at the rate of Rs. 100 per annum for each European employee in the case of firms and companies, and the same sum in the case of each individual, towards the cost of any deficit on the year's working.

All the above recommendations of the Special Committee were based on the following assumptions :—

(*a*) that Government recognised the necessity for the immediate transfer of the St. George's Hospital from its present unsuitable and insanitary surroundings ;

(*b*) that, to that end, Government were prepared to endeavour to find a purchaser for the existing buildings and grounds and to hand over the entire proceeds from their sale to an Association legally constituted, in terms of the Special Committee's recommendations, and empowered to conduct the necessary negotiations ;

(*c*) that, in addition, Government should continue to discharge their responsibility for the medical relief of indigent Europeans by contributing a yearly sum of not less than Rs. 1,50,000 towards the cost of maintenance of the new hospital ; and

(d) that the communities entitled to use the hospital should, between them, guarantee the sum of Rs. 2,00,000 to Rs. 3,00,000 per annum to cover what was estimated to be an outside deficit figure.

Subsequently on the 12th December 1922 a Special General Meeting of the Members of the Chamber was held in the rooms of the Chamber at which were also present representatives of the European Association (Bombay Branch), the Bombay Presidency Trades Association, Ltd., and the Bombay European Textile Association. His Excellency the Governor of Bombay who was accompanied by Mr. J. C. Ker, I.C.S. Officiating Private Secretary, and Lieut.-Col. E. M. Proes, C.S.I., Secretary to Government in the Public Works Department, also attended the meeting.

The Chairman after a few preliminary remarks stated that subject to the approval of the meeting the lines upon which the signatories to the original appeal proposed to proceed in the foregoing connection were briefly as follows :—

(i) to form an Association, to be called the St. George's Hospital Association, and register it under either Section 26 of the Indian Companies' Act or the Societies' Registration Act of 1860, immediately applications for membership, each carrying its guarantee, were sufficient to ensure that the requisite amount of yearly income would be available ; and

(ii) thereupon to approach the Government of Bombay with the request that they should sell the present Hospital and its site and hand over the proceeds from such sale to the new Association, at the same time guaranteeing a yearly grant of Rs. 1,50,000 ;

(*iii*) immediately upon completion of the foregoing preliminaries, to commence, under the supervision and control of the St. George's Hospital Association, the building of the new hospital and assume, through the same medium, entire responsibility for its administration and upkeep.

His Excellency the Governor, however, submitted that the site suggested by the Special Committee was unsuitable and explained the steps he had taken by personal enquiry and investigation to discover an alternative one which, while possessing the undoubted advantages claimed for the East Colaba site, would be free from the disabilities attached to the latter and in particular would be available immediately and at a minimum cost. Although he was not in a position at that time to make any definite announcement, His Excellency stated that such desiderata might well be achieved by the site on Malabar Hill which he had in mind and he promised to complete his enquiries in that direction as quickly as possible. If the negotiations then in progress were successful, the result, he was confident, would provide a solution of many of the difficulties to which he had first referred.

In reply to the specific points raised by the Chairman His Excellency stated :—

(*a*) that Government recognised the necessity for the immediate transfer of St. George's Hospital from its present unsuitable and insanitary surroundings;

(*b*) that, to the foregoing end, Government were prepared to endeavour to find a purchaser for the building and its grounds and that they had reason to believe that one would be forthcoming at an early date, but that, for obvious reasons, Government could not hand over the entire proceeds of

the sale direct to the new Association in the manner suggested. Government were prepared, however, —and in His Excellency's opinion the result would be the same—to defray the cost of the establishment of a new hospital and of the land on which it should be erected upon realisation of such proceeds within the extent of their realised value;

(*c*) that he was authorised by the Minister in charge of the Department concerned (the subject being a transferred one) to say that, in addition, the Minister was prepared to give the necessary assurance that Government would continue to discharge its responsibility for the medical relief of indigent Europeans by contributing annually the sum of Rs. 1,50,000, namely, the amount of the institution's present share of the Corporation's annual payment to Government under Section 62 (1) of the City of Bombay Municipal Act, towards the maintenance of the Hospital, subject to the following conditions, namely :—

(*i*) that the right of annual inspection by qualified Medical European officers of Government shall be reserved; and

(*ii*) that Government shall have the right of appointing Committees of Enquiry, composed of persons entitled to use the hospital, from time to time for the purpose of a detailed enquiry into the management of the institution.

The foregoing provisos, His Excellency explained, represented the minimum amount of Government control possible in the circum-

stances; and he was of opinion that the Minister's terms were fair and reasonable.

(*d*) that the essential condition precedent to the adoption by Government of the foregoing measures was that the communities concerned should guarantee, through the medium of the proposed St. George's Hospital Association, the sum of Rs. 3,00,000 per annum towards the cost of maintenance of the new hospital and should also arrange for the financing of the purchase of the land and initial building operations during the period, probably about 8 or 9 months even in the most favourable circumstances, that must necessarily elapse between the commencement of the work and the realisation by Government of the proceeds from the sale of the existing site and buildings.

After some further discussion the following resolution was put to the meeting and adopted unanimously :—

"That this meeting is of the opinion that, subject to Government handing over such proceeds of the sale of the present St. George's Hospital and grounds to the proposed St. George's Hospital Association as may be sufficient to build and establish a new hospital, and subject also to the receipt of a pledge from Government that they will continue a grant of at least Rs. 1,50,000 per annum towards the upkeep of the Hospital, the proposed St. George's Hospital Association should thereupon assume complete responsibility for the future welfare and upkeep of the new hospital."

The legal formalities necessary for the incorporation of the Association have been taken in hand and it is hoped very shortly to register the Association under the provisions of the Indian Companies Act. (*Appendix* **D**).

GOVERNMENT STATISTICAL PUBLICATIONS.

Annual Volume on Joint Stock Companies in India.

The Director of Commercial Intelligence, Bombay, in June 1922, enquired of the Chamber whether in its opinion it was necessary or advisable to continue the publication of the annual volume on "Joint Stock Companies in British India and in the Indian States of Mysore, Baroda, Gwalior, Indore and Travancore." It was pointed out that the Department of Statistics issued monthly a summary showing the registration of companies during the month and giving the details of registration, etc., from the beginning of the year to date. In addition the yearly volume, which gave the information for the year, also gave the names, and particulars of all companies working in India. It was suggested that the monthly publication for the month of March, which included totals from the beginning of April of the previous year and thus formed a year's record, would suffice.

In replying to the Director of Commercial Intelligence the Committee stated that they were of opinion that the publication of the annual volume in question might with advantage be discontinued as they considered that the existing monthly summary provided all the information with regard to the registration, etc., of joint stock companies in India that was required, particularly if a comprehensive index were published at the end of each year. (*Appendix* **E-1**).

SEA-BORNE TRADE STATISTICS OF BRITISH INDIA.

(*See Reports* 1919, pp. 87, 555; 1920, *Vol.* I, *page* 16).

Towards the end of September 1922 the Director-General of Commercial Intelligence, informed the Chamber that the question of making additions to or alterations in the lists of articles separately specified in the foreign sea-borne returns of British India was under consideration and enquired whether the Chamber had any proposals or modifications to suggest in connection with the lists in use.

After a reference to the Import and Shipping and Export Sub-Committees the Committee informed the Director-General that they had not, at the moment, any suggestions to put forward. (*Appendix* **E-2**).

GOVERNMENT INLAND TRADE STATISTICS.

PROPOSED SIMPLIFICATION AND IMPROVEMENT.

The Government of Bombay, in March 1922, forwarded to the Chamber for an expression of opinion thereon a copy of a letter which they had received from the Government of India with regard to the proposed simplification and improvement of the Inland Trade Statistics. The following is a summary of the points on which the Government of India desired the views of the Government of Bombay :—

(1) Whether the Inland Trade Statistics at present compiled and published both for India and for the Provinces served any useful purpose, or whether they could safely be discontinued.

(2) Whether, instead of entirely discontinuing the compilation of Inland Trade Statistics, an attempt

should be made to compile and publish them promptly and in simpler and more useful form :—

(*a*) by curtailing the number of articles enumerated ;

(*b*) by confining the statistics to important trade centres ;

(*c*) by restricting the returns to quantities only and omitting the values of the articles enumerated ; and

(*d*) by issuing monthly instead of annual returns.

In replying to the Bombay Government, the Committee stated that in their opinion the issue of the present All-India figures after a long interval of time was entirely valueless to the commercial community. If, as was suggested, it would be possible to issue without delay a monthly report on rather simplified lines without increasing the cost of compilation and publication, the Committee considered that such a publication, if based upon the general lines of the Sea-borne Trade and Navigation Returns, and published regularly and without undue delay, would prove valuable.

The Committee added however that they would welcome a general enquiry into the question of the general utility of the statistics issued by the Government of India and the Provincial Governments, respectively, in order to investigate, with the help of the railway administrations, the customs authorities, and the commercial public, the possibility of effecting a considerable saving of money in that direction. (*Appendix* E-5).

CLASSIFICATION OF FOREIGN COTTON EXPORTED FROM BOMBAY.

In view of the recent heavy re-exports of foreign cotton, especially East African, from Bombay, it was suggested to the Committee on December 1922 by a member of the Chamber that such cotton should be classified separately, *i.e.*, according to the country of origin of the cotton, in the Chamber's Statistical Returns. As, however, under the Customs regulations hitherto in force, it was not obligatory for exporters so to classify foreign cotton in their shipping bills, the Collector of Customs was approached in the matter and subsequently at the suggestion of the Committee, the following notification, dated the 22nd December 1922, was issued:—

> "In exercise of the powers vested in me by Section 137 of the Sea Customs Act, I hereby prescribe that with effect from 1st January 1923, when foreign cotton is exported from the Port of Bombay, the column headed "Description" in the Shipping Bill shall show the county of *origin* of the cotton, *i.e.*,
>
> Uganda Cotton,
>
> Persian Cotton,
>
> West African Cotton,
>
> or as the case may be."

The Committee at the same time arranged for all foreign cotton imported into or exported from Bombay to be classified according to the country of origin in the Chamber's Statistical Returns.

THE EXCHANGE BANKS' B/C RATE.

The Indian Merchants' Chamber and Bureau in September 1922 forwarded to this Chamber, for an expression of its views thereon, copies of correspondence that had passed between that body and the Associated Exchange Banks during the period September 1920 to October 1921, in which it was urged that the banks should re-consider the procedure under which importers were required to pay to the banks the proceeds of " Bills for Collection".

The Indian Merchants' Chamber and Bureau pointed out that in pre-war times the Bills for Collection and advance Bills for Collection were paid to the banks either in cash, at the rate circulated by the Chartered Bank of India or, by other banks' drafts, at the option of the importers. The difference between the selling rate of the banks and the B/C or A/B/C rate was at that time at the most 1/32*d* or in rare cases 1/16*d*.

During the war, however, importers had not been allowed the abovementioned option of paying by other banks' drafts and the bills were required to be paid in cash. It was further pointed out that the difference between the bills rates and the banks' selling rates fluctuated between $\frac{3}{4}d$ to $\frac{1}{4}d$. Such differences were, it was considered, highly objectionable, and the Indian Merchants' Chamber suggested that importers should again be given the option of paying their bills by other banks' drafts, as the removal of the option was merely a war measure.

The Committee after carefully considering the whole question informed the Indian Merchants' Chamber and Bureau that whilst they were in agreement with the latter's contention that of recent times the margin between the

Associated Banks' B/C rate and the market selling rate had been disproportionately wide they were of opinion that at the present moment no very great injustice was being, or was likely to be, experienced so long as the margin was maintained at its existing level. The Committee observed that the option given to the drawee of a Bill for Collection of making a forward contract for the retirement of his acceptances removed, in their opinion, all major grounds for complaint and that they had reason to believe that about 75 per cent. of the bills maturing in Bombay were retired under such contracts.

The Committee added that at the same time they had taken advantage of the opportunity afforded by the letter from the Indian Merchants' Chamber to impress upon the Associated Exchange Banks their view that the margin between the B/C rate and the average market selling rate should on no future occasion be greater than 1/16th and wherever possible only 1/32nd. Having regard to the fact that on an obviously weak market a banker may have to retire large numbers of bills (the drawee having a right to retire his bills, irrespective of maturity, at the B/C rate of the day on which he makes his request) with the risk that he may not be able to cover himself except at a loss the Committee were of opinion that the margin of safety indicated above was not unduly large.

With regard to the Indian Merchants' Chamber's contention that drafts on the London offices of other banks should be tenderable in payment of Bills for Collection the Committee stated that they were unable to agree with the same. Moreover they were advised that banks were legally entitled to refuse any form of payment other than in the currency of the place on which the bills were drawn. (*Appendix* **F-1.**)

ISSUE OF CURRENCY NOTES AGAINST BILLS OF EXCHANGE.

(*See Report* 1920, *Vol. I, page* 25.)

The Government of India in March 1922 forwarded to the Chamber a copy of a letter that they had addressed to the Controller of the Currency prescribing the conditions and procedure for the issue of currency notes against Bills of Exchange under Section 19A of the Indian Paper Currency Act, 1910 (II of 1910). The following are the conditions in question :—

(1) The bills of exchange shall be internal bills or hundis drawn for trade purposes.

(2) If the documents themselves do not bear any evidence of being drawn for such purposes, the Imperial Bank of India shall certify that, to the best of its knowledge, the accommodation provided for is for the furtherance of trade.

(3) The bills shall remain in the custody of the Imperial Bank of India as securities held on behalf of the Currency Department and shall, if the Controller of the Currency so requires, be endorsed by the Bank to the Controller.

(4) The transactions shall be shown in the Bank's weekly statement on the liabilities side under a new heading to be opened by the Bank, in addition to those mentioned in Bye Law 9, *viz.* : "Loans from the Government of India under Section 19-A of the Paper Currency Act, against Inland bills discounted and purchased *per contra.*"

The procedure for the issue of notes is described below :—

(1) The Managing Governor of the Imperial Bank of India will inform the Controller of the Currency to what extent notes should be issued and when.

(2) The Local Head Office of the Imperial Bank at Calcutta will present to the Controller a demand promissory note for the whole amount or for such portion of it as may be required from time to time, not exceeding such amount in the aggregate, with a certificate to the effect that internal bills or hundis which satisfy the conditions prescribed in and under the provisions of Section 19-A of the Act II of 1910 and whose discounted value does not fall short of the amount of the loan required are held by the Bank on behalf of the Currency Department.

(3) The Bank shall be at liberty to vary the bills from time to time so long as the above conditions are satisfied.

(4) The Bank is authorised to discharge and deal with bills as they fall due or are retired under rebate provided always that no bills held against the issue of currency notes shall be withdrawn from the Government of India Portfolio or discharged without a corresponding reduction in the amount of the loan or a deposit of fresh bills for an equal amount. The Bank will be entitled to withdraw bills without special sanction equal in amount to any repayments made by them.

(5) The loan will be made from Currency at Calcutta to the Local Head Office of the Imperial Bank under the orders of the Controller to the amount

stated in the demand promissory note on receipt of the documents prescribed in (2) above which shall be surrendered on the Bank's repaying the loan with interest.

(6) The rate of interest shall be fixed by the Controller and shall not be less than 8 per cent. per annum.

In replying to the Government of India the Committee stated that they were strongly of the opinion that the minimum rate of interest, *viz.*, 8 per cent. was prohibitively high and they again invited attention to their views in that connection expressed in their letter to the Government of India, dated the 9th of December 1920, (See Report for 1920, Vol. I., p. 25 and Vol. II., pp. 64-65).

The Committee added, however, that in other respects the procedure laid down in the Government of India's letter to the Controller of the Currency appeared to be adequate.

In acknowledging receipt of the above communication the Government of India stated that they had noted the views of this Chamber in the matter and in this connection referred to the discussion which the Committee of the Chamber had in April 1922 with the Hon'ble Sir Malcolm Hailey, who had pointed out that the issue of currency notes against internal bills of exchange and hundies was a new departure which was still in an experimental stage and that any alterations found necessary in the rules, as a result of experience, would be made. (*Appendix* **F-2.**)

THE PAPER CURRENCY (AMENDMENT) ACT, 1920.

PROPOSED AMENDMENT OF SECTION 13.

At the instance of the Associated Exchange Banks the Committee early in March 1922 addressed the Government

of India in the Finance Department on the subject of the proposed deflation of the currency, and stated that they viewed with apprehension the position disclosed in paragraphs 35-37 of the speech of the Finance Member in introducing the Budget for 1922-23, and, more particularly the reference therein to the provisions of Section 13 of the Indian Paper Currency (Amendment) Act, XLV of 1920, under which all interest derived from the securities in the Paper Currency Reserve has to be applied in reduction of the created securities held in that Reserve.

The Committee urged upon Government the necessity of suspending the operation of the abovementioned provisions of the Act or, at any rate, of so amending the Act as to allow the Controller of the Currency a freer hand and give him power, when desirable, to postpone such deflation until it could be effected with the minimum of inconvenience to trade.

The Committee added that the market had recently been afforded an example of how such enforced deflation could affect detrimentally the trade and commerce of the country by artificially tightening the money market, and that, under existing conditions, Government itself was the greatest sufferer from the effects of dear money. Moreover the Committee were of opinion that deflation of the nature described was undesirable in the existing state of the country's finances.

The Government of India in reply stated that a similar suggestion had already been put forward in the Budget discussion and that it would no doubt come up as a substantive issue during the passage of the Finance Bill. The Government of India regretted that they were unable to make any statement on the matter in advance of that discussion.

About the same time the Committee were asked by Sir Montagu Webb, Kt., C.I.E., C.B.E., M.L.A., for their views on an amendment to the Act which he proposed to move during the discussion with a view to permit as a temporary measure the utilization of the interest in question as revenue for the current and the next official year. In reply the Committee informed Sir Montagu Webb that they supported his proposed amendment in the case of one year only.

Subsequently Sir Montagu Webb stated that he presumed that if the interest were utilized as revenue for one year only the Committee would prefer the year just closing, *i.e.*, 1921-22, to receive this benefit which would probably take the form of a reduction of the floating debt and consequent saving of interest. He added that, personally, he considered the contemplated deflation of any amount approaching Rs. 33 crores would provoke a grave financial crisis and accordingly he advocated the utilization of the interest as revenue during the coming year, also, as a temporary measure. The Committee, in reply, informed Sir Montagu Webb that they agreed to his proposal provided it was limited to the two years mentioned by him.

The Committee were subsequently advised by the Hon'ble Sir Arthur Froom, Kt., the representative of the Chamber in the Council of State, that as a result of Sir Montagu Webb's amendment, which had been adopted by the Legislative Assembly, the following additional clause had been inserted in the Finance Bill as passed by both Houses :—

AMENDMENT OF ACT XLV OF 1920.

"6. In Sub-Section (3) of Section 13 of the Indian Paper Currency (Amendment) Act, 1920, for the figure '1921' the figure '1923' shall be substituted

ed and shall be deemed to have been substituted with effect from the 1st day of April 1921."

The effect of the new clause was to relieve Government, for a period of two years from the 1st April 1921, of their obligation to apply, in certain circumstances, the interest derived from securities in the Paper Currency Reserve to the reduction of the holding of such securities. The amount of such interest would accordingly be available as an item of ordinary revenue in the financial years 1921-22 and 1922-23. For the year 1921-22 the amount of additional revenue under this heading was estimated at Rs. 4 crores and in 1922-23 Rs. 3·02 crores. (*Appendix* F-3).

GOVERNMENT OF INDIA FINANCES.

Joint Deputation to the Viceroy.

A deputation consisting of the following gentlemen :—

Mr. C. W. Rhodes, C.B.E., M.L.A., President of the Associated Chambers of Commerce of India and Ceylon and President of the Bengal Chamber of Commerce ;

Mr. Frank Nelson, M.L.C., Chairman, Bombay Chamber of Commerce ;

The Hon'ble Sir Edgar Holberton, C.B.E., President, Burma Chamber of Commerce ;

Mr. P. Mukerjee, President, Punjab Chamber of Commerce ;

Mr. T. Gavin Jones, Deputy Chairman, Upper India Chamber of Commerce, representing the Associated Chambers of Commerce of India and Ceylon ; and

Mr. Purshotamdas Thakoredas, C.I.E., O.B.E., M.L.C., President of the Indian Merchants' Chamber and Bureau;

Mr. Jadu Nath Roy, of the Bengal National Chamber of Commerce, and

Mr. Debi Prasad Khaitan, of the Marwari Association, Calcutta,

waited on His Excellency the Viceroy on Tuesday, 30th May 1922, for the purpose of presenting him with an address on behalf of the Indian and European commercial communities in India with regard to the question of the reduction in the expenditure of the Central Government.

The full text of the address, together with His Excellency's reply, were circulated to members on the 7th June 1922 and are for purposes of record reprinted in *Appendix* F-4.

GOLD STANDARD RESERVE.

In the course of a meeting between the Committee of the Chamber with the Hon'ble Sir Malcolm Hailey, K.C.S.I., C.I.E., I.C.S., the Finance Member of the Government of India, on the 4th April 1922, a reference to which is made in another part of this report, a general discussion took place with regard to the Government of India's borrowing programme both in India and in London for the year 1922. Particular consideration was given, during the course of the discussion, to the question whether the funds standing at the moment to the credit of the Gold Standard Reserve in London might not be utilised by the Secretary of State either as an alternative, or in addition, to his projected borrowings in London.

After stating, however, that he had nothing to add to the remarks made in that connection in his Budget speech the Hon'ble Member admitted that the Government of India were confronted with a very difficult problem in that regard, namely, as to how they could best cover the estimated deficit in London at that date of the Secretary of State's standing requirements, amounting approximately to £18 million. Assuming that a loan of approximately £15 million could be raised at a reasonable rate of interest from the London market it was understood that a further sum of about £18 million was likely to be required and the discussion was devoted generally to the question as to the advisability, or otherwise, of utilizing a portion of the funds in the Gold Standard Reserve for that purpose and, if so, as to whether the portion so utilized could be deflated in India during a term of years with any degree of safety. In this connection the Hon'ble Member invited the Chamber to express at a later date its considered views with regard to :—

(*a*) the general question of utilizing the Gold Standard Reserve in the present emergency with particular reference to the manner in which it might be so utilized ;

(*b*) the advisability of devoting the interest from the securities in the Gold Standard Reserve to revenue purposes ; and

(*c*) the question of the proposed import duty on silver raised by Sir Montagu Webb during the recent session of the Legislative Assembly.

The Hon'ble Member further stated that he was in agreement with the opinion expressed by the Chairman to the effect that, in the event of the Secretary of State finding it

impossible, or inexpedient, to secure his requirements in their entirety by means of a loan, the only alternatives left to him were either to make a forced sale of Council Bills, an operation which would probably have a demoralizing effect upon the exchange market, or to adopt a course which might resolve itself into the entire appropriation of a portion of the Gold Standard Reserve, thus diminishing the resources of that fund —a course which might prove regrettable later in the event of it ever proving desirable again to sell Reverse Councils.

Subsequently, after a lengthy discussion with the Finance Sub-Committee of the Chamber the Committee in addressing the Finance Department of the Government of India on the subject at the outset stated quite clearly and definitely that, in their opinion, the world's Exchanges were still in such a state of flux that any disposition on the part of Government to dissipate the Gold Standard Reserve by attempting at that stage of Europe's financial re-organization to support exchange through the medium of the sale of Reverse Councils should be combated with all possible emphasis.

It was, however, conceivable that during the course of the current, or even next, year it might be impossible or inexpedient for the Secretary of State to place himself sufficiently in funds, by borrowing in the London market, to meet his Home charges. This would normally leave him with only two alternatives—

(*a*) to sell Council Bills;

(*b*) to draw on India through the Sterling Reserves.

The Committee stated, however, that it was their unanimous opinion that the first alternative was, at the moment, undesirable as tending to cause a heavy decline in Exchange—the

inevitable result of forcing sales of Council Bills on a market which could only absorb such sales when the balance of trade was largely in favour of this country.

The second alternative—that of drawing on India through the Sterling Reserves—would involve deflation in India, except in so far as the funds set free in England could be replaced in India from Revenue or from borrowings. The Committee expressed a hope that a successful loan and the due exercise of economy might enable such replacements to be made to a moderate extent; they also considered that a certain amount of deflation was possible without injurious results, but that great care was necessary in deciding upon the amount of deflation that was advisable. They recommended that Government should act in this matter in close consultation with the Banks.

The Committee realised that the amounts likely to become available by drawing upon India through the Sterling Reserves might prove insufficient to meet the Home charges, but they considered that this method of providing the Secretary of State with funds should be employed before resorting to more unusual methods.

Assuming, however, that the Secretary of State was faced during 1922 or 1923 with the task of finding a large amount of Sterling to meet his liabilities at a time when there was no trade demand for Council Bills; when he had drawn on India through the Sterling Reserves as far as it was possible to do so without causing too stringent conditions in the Indian Money Markets; and when it was not feasible to borrow in the London Market, the Committee were of opinion that in these circumstances he should place himself in funds by means of a loan from the Gold Standard Reserve; such loan to be taken at the

market rate of interest, and to be repaid as soon as possible from the proceeds of further sterling loans or by means of the sale of Council Bills when a trade demand for them arose.

The Committee emphasized that such an operation should, in their opinion, be regarded purely and simply as the equivalent of a market loan, and would not involve any corresponding deflation in India as was usual when the Secretary of State drew on the Government of India through the Sterling Reserves.

The Committee desired it also to be clearly appreciated that their suggestion as such was put forward only on the clear understanding that a distinct and definite pledge should be given that any such temporary borrowings from the Gold Standard Reserve should be replaced at the first possible moment, and, further, that such borrowings should only be resorted to if all other reasonable and legitimate means by which the necessary funds could be raised should have been exhausted.

In conclusion the Committee stated that they were unanimous in their jealous regard of the sanctity of the Reserves, and in particular the Gold Standard Reserve, and considered that the loan suggested above should be regarded merely as a temporary expedient and should not be treated as a precedent for more normal times. They considered that the strengthening of the Secretary of State's Sterling resources was a matter of the greatest importance, if, as they hoped, stability of Exchange was to become possible in the future. Nothing but the most cogent reasons should justify any step that might weaken those resources. (*Appendix* F-5.)

FINANCIAL RELATIONS BETWEEN THE CENTRAL AND PROVINCIAL GOVERNMENTS.

(*See Report* 1920, *Vol. I, page* 51.)

In September 1922 the Committee despatched the following telegram to the Secretary of State for India upon the above subject, in continuation of the representation which they made in the same connection at the time of the Meston Committee's report :—

> "The Committee of the Bombay Chamber of Commerce beg respectfully to protest again against the inequality and injustice under which the Province of Bombay is labouring as a result of the allocation of revenues recommended by the Meston Committee and press with all deference that immediate steps be taken through the medium of a Commission to examine the financial relations as now laid down in the Devolution Rules with a view to a more satisfactory allocation of Revenues as between Central and Provincial Heads."

INDIAN STAMP ACT.

PROPOSED ENHANCEMENT OF STAMP DUTY.

(*a*) *On instruments reserved for Imperial legislation.*

The Government of Bombay, towards the end of April 1922, forwarded to the Chamber a copy of a letter that they had received from the Government of India in connection with the proposed enhancement of the existing rates of stamp duty on instruments reserved for Imperial legislation.

These instruments are :—

No. in Schedule I to the Indian Stamp Act.	Description.
1	.. Acknowledgment.
13	.. Bill of Exchange.
19	.. Share Certificate.
21	.. Cheque.
28	.. Delivery Order in respect of goods.
36	.. Letter of Allotment of Shares.
37	.. Letter of Credit.
47	.. Policy of Insurance.
49	.. Promissory Note.
52	.. Proxy.
53	.. Receipt.
60	.. Shipping Order.

The Government of India pointed out that the above list did not exactly correspond to the list of instruments for which unified stamps were permitted, *i.e.*, all instruments to which at one anna stamp adhesive stamp might be affixed. It covered, however, the most important of such instruments and included also promissory notes for which All-India uniformity seemed desirable.

The Government of India explained in this connection that they were reluctant to carry out any enhancement of the rates of duty on bills of exchange, cheques, policies of insurance and receipts. In the case of receipts evasion of the duty was not difficult and one result of enhancing the duty on such instruments would be to increase the temptation to evade the duty. With regard to cheques and policies of insurance the Government of India were unwilling to take any steps

likely to discourage banking and insurance which had not yet by any means attained general popularity in India. The question of enhancing the rates of duty on bills of exchange was more doubtful; but similar arguments appeared to hold good in their case also.

The Government of India asked for the views of the Local Governments on the question whether any, and if so which, of these instruments could bear an enhancement of the existing rates of duty, and to what extent, and stated that should the replies of Local Governments evince a reasonable degree of uniformity the Government of India would then consider the preparation of an all-India bill giving effect to such enhancement as appeared desirable and would consider simultaneously the question of alterations to the assignments at present made to Local Governments to compensate them for the loss of duty in respect of instruments for which unified stamps might be used. The Government of India, however, pointed out that they anticipated very considerable practical difficulties in the way of assessing such compensation, seeing that it was unlikely that sufficient data would be forthcoming to enable them to calculate with reasonable accuracy the increase of revenue that might be ascribed to an enhancement of duty on such instruments, independently of natural expansion.

In replying to the Government of Bombay the Committee stated that they were of opinion that it was undesirable upon general grounds to effect any increase in the existing rates of duty on any of the instruments in question, with the exception of promissory notes.

With regard to the question of an increase in the duty on the other documents specifically referred to in the Government

of India's letter, namely, cheques, policies of insurance and receipts, the Committee stated that they were in agreement with the Government of India's view that any enhancement in that direction might tend to discourage banking and insurance and also with the suggestion that an evasion of the duty in the case of receipts was not a matter of any considerable difficulty.

The Committee added that they had considered very carefully the question as regards any possible enhancement of the duty in the case of bills of exchange and whilst they were in no doubt that such an enhancement would result in an increase in revenue, they were of opinion that it would be undesirable for two reasons; (*a*) that the duty was already unduly high being virtually double that ruling in the United Kingdom, and (*b*), that the inevitable effect of any increase in the duty on usance bills of exchange would be to stimulate and encourage the use of telegraphic transfers or demand drawings in the financing of trade which would effectually defeat the ultimate object, namely, an increase in the revenue derived therefrom.

With regard, however, to promissory notes, the Committee felt that an instance was here provided in which an enhancement of the duty would be unobjectionable and would undoubtedly lead to a substantial increase in revenue. In the United Kingdom a demand promissory note was liable to an *ad valorem* rate of duty similar to that imposed on usance bills of exchange, and having regard to the very wide extent to which demand promissory notes were used in this country in general banking business, the Committee urged the desirability of subjecting demand promissory notes to the same duty as was carried by usance bills and

or promissory notes and were of opinion that this suggestion merited the most earnest consideration of Government. (*Appendix* F-6.)

(*b*) *On instruments subject to Provincial legislation.*

The Associated Chambers of Commerce in June 1922 forwarded to this Chamber for an expression of opinion thereon a copy of a letter that they had received from the Punjab Chamber of Commerce with regard to the draft of a bill to provide for the amendment of the Indian Stamp Act, 1889, in its application to the Punjab. It was stated that the proposed bill had been described as following generally the provisions of the corresponding bill in Bengal, and raised the scale of stamp duty generally in the same proportion. The Punjab Chamber enquired whether the Associated Chambers of Commerce would advocate the passing of one bill for the whole of India, if this further taxation of trade must be submitted to in order to provide additional revenue, instead of each province having a bill and a schedule of its own thus enabling the province which had the lowest stamp duty on transfers of shares, etc., to secure the establishment of the largest share market or exchange in India within its borders. It was further contended that the existence of different Acts in the various provinces would cause vexation and delay in business.

The Committee, however, whilst agreeing that uniformity in the case of fees payable under the Indian Stamp Act was desirable, were unable to see how this could, under existing conditions, be attained in view of the fact that the revenue derived from certain items in Schedule I of the Act was allocated to local Governments, and in replying to the Associated

Chambers to this effect pointed out that it appeared from paragraph 6 of the letter from the Government of India to the Secretary of State, No. 296, dated the 24th June 1920, forwarding the views of the local governments and administrations on the proposals contained in the Report of the Financial Relations Committee, and also from paragraph 3 of the letter from the Department of Commerce, No. 902, dated the 17th February 1922, to the Punjab and other local governments which had not then introduced provincial legislation (*vide* supra), that the Government of India, after the most careful consideration of the question, had decided that the advantages accruing from the conversion of General Stamps into a provincial head of revenue outweighed the particular consideration under reference. That the latter were fully cognizant, however, of the desirability of securing such uniformity as they deemed necessary was clear from the following extract from the letter first cited :—

> ". . . . . The apprehensions expressed by the Madras Government regarding the inconvenience likely to result from different rates of stamp duties in different provinces do not appear to be shared by any other province and we understand that a proposal to transfer this source of revenue to the Provincial Governments was made to the Committee by the Bengal Chamber of Commerce.
>
> We agree, however, with the Committee that there are certain commercial transactions, for which it is essential that the stamp duty should be uniform throughout India, and that it is necessary to take power to secure such uniformity wherever desirable by central legislation. . . . . We propose, therefore, to retain

the present system, and this will mean that the provinces will not be empowered to make any changes in the stamp duties which are at present collected by means of unified stamps." (*Appendix* F-7).

STAMP DUTY ON BILLS DRAWN IN FOREIGN CURRENCIES.

The Associated Exchange Banks, Bombay, in September 1922, asked this Chamber to address the Government of India with a view to the removal of the anomaly which existed at the moment in connection with the incidence of the stamp duty in India on Bills drawn in German currency.

By Section 20 of the Indian Stamp Act, 1879, it was enacted that—

> "Where an instrument is chargeable with an *ad valorem* duty in respect of any money expressed in any other foreign or colonial currency such duty shall be calculated on the value of such money in the currency of British India according to the current rate of exchange on the day of the date of the instrument,"

but this was amplified by Section 20, sub-section (2) of the Act of 1899, which reads :—

> "The Governor-General in Council may from time to time by notification in the *Gazette of India* prescribe a rate of exchange for the conversion of British or any foreign currency into the currency of British India for the purpose of calculating stamp duty and such rate shall be deemed to be

the current rate for the purpose of sub-section (1)."

It was pointed out that the prescribed rate for marks, as given in the Government of India Notification No. 1281 S. R. of March 17th, 1899, was marks 20 are equal to Rs. 15, which at the current rate of exchange was equivalent to an *ad valorem* duty of approximately 25 per cent.

While the Committee were of opinion that the anomaly referred to should be removed they felt it was desirable that some concrete proposal regarding the proposed new basis of assessment should at the same time be placed before Government in view of the constant violent fluctuations in the exchange value of the mark.

They accordingly requested the Associated Exchange Banks to suggest such a basis, which might also perhaps be made applicable as well to currencies of other countries as to Germany, in order that the Chamber might be in a position to proceed further in the matter. In reply the Associated Exchange Banks suggested that the basis should be the value, in rupees, of such Bills at the rate of exchange ruling at the time of payment.

The Committee subsequently took the matter up with the Department of Commerce, and also availed themselves of the opportunity afforded by the visit to the Chamber of the Hon'ble Mr. C. A. Innes, C.S.I., C.I.E., I.C.S., Member for Commerce and Industry, on the 8th December 1922, to discuss the matter informally with him.

As a result, it was decided that Government should, if necessary, issue a Notification about the middle of each

month amending the one in force under sub-section (2) of Section 20 of the Stamp Act which fixes what might be considered to be the current rate of exchange, for purposes of Section 20 (1) of the Stamp Act of German marks and French and Belgian francs. For this purpose the Committee arranged with the Associated Exchange Banks to furnish them, as soon as possible after the commencement of each month, with the highest and lowest rates which ruled in the previous month for marks = £1 in London and for francs = £1 in London.

This return is passed on to the Department of Commerce, who have agreed to issue, or not, according as the fluctuation in the rate may demand, a Notification under sub-section (2) of Section 20 of the Stamp Act laying down a rate to be in force until further notice.

In accordance with the foregoing arrangement a Notification was issued by the Government of India in the Department of Commerce on the 13th January 1923 in the following terms :—

No. 348.—In exercise of the power conferred by Section 20, sub-section (2), of the Indian Stamp Act, 1899 (II of 1899), and of all other powers in this behalf, and in supersession of the Notification of the Government of India in the Department of Finance and Commerce, No. 787—S. R., dated the 17th February 1899, as subsequently amended, the Governor-General in Council is pleased to prescribe the following rates of exchange for the conversion of the currencies hereinafter specified respectively into the currency of British India for the purposes of calculating *ad valorem* duty on instruments chargeable therewith :—

Currency.	Sum.	Equivalent in currency of British India.
British	£ 1 sterling.	Rs. 15.
French	1 franc	$\frac{5}{21}$ — of a Rupee, *i.e.*, franc 63 = Rs. 15.
German	1 mark	$\frac{1}{2,300}$ of a Rupee. *i.e.*, marks 34,500 = Rs. 15.
United States or Canadian..	1 dollar.	Rs. 3–0–0
Chinese	1 tæl.	Rs. 2–0–0
British (Asiatic Possessions).	1 dollar*	Rs. 1–8–0
Mexican	1 dollar*	
Japanese	1 yen.	
Persian	1 kran.	Re. 0–4–0

* That is the "British Dollar" and the "Mexican Dollar" which are in current use in the Straits Settlements and elsewhere. (*Appendix* F-8.)

RATE OF EXCHANGE FOR PAST DUE BILLS DRAWN IN FOREIGN CURRENCIES.

The Associated Chambers of Commerce of India and Ceylon, in April 1922, forwarded to this Chamber for an expression of opinion thereon a copy of a letter they had received from the Bengal Chamber of Commerce with regard to the question of the rate of exchange for past due bills drawn in foreign cur-

rencies. In a recent case in the Bombay High Court—Muller Maclean & Co., Ltd., *vs.* Kaderbhoy Mulla Esmailjee—judgment was given at the rate of exchange ruling on the date of maturity of the bill, and not at the date of judgment or payment.

A brief report of the judgment in question is given below :—

"The plaintiffs brought this suit as drawers, against the defendants as acceptors, of two foreign bills of exchange dated 2nd July and 8th September 1920, respectively Both the bills were drawn in New York, one being a dollar draft and the other a sterling draft. They were payable at 30 days' sight, 'draft to be paid at current rate for bank demand draft at date of payment, with interest added at 8 per cent. per annum from date to approximate date of returns reaching New York.' The first bill was accepted on 4th August and its due date was 7th September 1920, 6th September being a holiday. The second bill was accepted on 12th October, and its due date was 15th November, 14th being a Sunday. Both bills were unpaid at maturity.

The only substantial point in the case was as to the amount in rupees for which the plaintiffs were entitled to judgment on the drafts.

Mr. Campbell with Mr. O'Gorman appeared for the plaintiffs.

Mr. J. D. Davar with Mr. B. J. Desai appeared for the defendants.

His Lordship, in the course of his judgment, remarked that the case raised an important point as to whether, in a

suit upon a dishonoured foreign draft drawn in a foreign currency, the rate of exchange to be adopted should be the rate at the due date of payment, or the rate at the date of judgment ? The amounts payable on the two drafts had to be converted into rupees, because the Court could not give judgment for sums in a foreign currency. The plaintiffs have contended that the words 'date of payment' meant the date of actual payment and that as the monies had never been paid, the Court ought to do the next best thing, and treat the date of judgment as the date of payment under the bill. In the ordinary course of business, his Lordship proceeded, bills of exchange were drawn on the assumption that they would be paid at the due date, and not dishonoured. The due date of payment was, indeed, one of the most important parts of the bill. If the bills were not paid at the due date the compensation to which the drawer would be entitled under Section 32 of the Negotiable Instruments Act, would be, under Section 117, 'the amount due upon the instrument together with the expenses properly incurred in presenting, noting and protesting it.' *Prima facie*, therefore, the words 'date of payment' must be construed as referring to the date which all parties contemplated as the date of payment, *viz.*, the maturity of the bill. To hold otherwise would be to introduce an element of uncertainty in the bill. The Negotiable Instruments Act did not expressly meet the point, and so one had to turn to English authorities. These quite clearly showed that the rate of exchange was calculated at the date of dishonour, and that that was the settled practice in the principal European money markets as long ago as 1860. His Lordship then proceeded to refer to and cite the judgment of Mr. Justice Ryles in *Suse* v. *Pompe*, 8 C. B. (N. S.) 539, and other English authorities. The result of these authorities was clear. Exchange must be calculated at the date of breach or

default, and not at the date of the writ or date of judgment. His Lordship accordingly held that the rate of exchange ought to be calculated as at the dates of dishonour."

From the correspondence it appeared that the Bombay Exchange Banks Association had addressed the sister Association in Calcutta and suggested that the Exchange Banks should move Government through the Chambers of Commerce to get the law amended and have it clearly laid down that bills drawn in foreign currencies should be payable at the rate of exchange ruling on the date of actual payment.

The Bengal Chamber of Commerce, in forwarding to the Associated Chambers a copy of the letter from the Bombay Exchange Banks Association, had suggested that the views of the members of the Associated Chambers on the point raised might be ascertained and that thereafter, if the Chambers agreed, the Government of India should be asked to legislate on the lines of the Hongkong Bills of Exchange Ordinance, 1921. This Ordinance reads as follows :—

> "Where a bill is drawn out of but payable in this Colony, and the sum payable is not expressed in the currency of this Colony, the amount of the bill if paid in this Colony and in the currency of this Colony, shall, in the absence of any express stipulation, be calculated according to the rate of exchange for sight drafts in this Colony on the day on which the bill is actually paid."

On enquiry the Committee were informed that the Bombay Exchange Banks Association had decided to obtain the opinion of the London Exchange Banks upon the subject before taking any further action in the matter and had advised the Calcutta Association accordingly. The Committee, there-

fore, informed the Associated Chambers of Commerce that they considered that the matter might with advantage be held in abeyance pending receipt of the views of the London Exchange Banks.

Subsequently the Bombay Exchange Banks Association informed this Chamber that they were prepared to support any action taken with a view to move the Government of India to pass fresh legislation on the lines of the Ordinance above cited.

The Committee accordingly addressed the Associated Chambers of Commerce of India and Ceylon, Calcutta, and stated that they were strongly in favour of the proposal that the Associated Chambers should move the Government of India to introduce the necessary legislation to give effect to the above suggestion at an early date.

The Associated Chambers later informed this Chamber that they had addressed the Government of India in the manner suggested. (*Appendix* **F-9**).

NEGOTIABLE INSTRUMENTS ACT, 1881.

Proposed amendment of Section 131.

Towards the end of December 1921 the Government of India asked for the opinion of this Chamber on a suggestion emanating from the Indian Merchants' Chamber and Bureau to the effect that Section 131 of the Negotiable Instruments Act, 1881, should be amended on the lines of the English Bills of Exchange (Crossed Cheques) Act, 1906.

The Indian Merchants' Chamber, in their letter to the Government of India, had pointed out that Section 131 of the Negotiable Instruments Act laid down that a "Banker who has in good faith and without negligence received payment for a

customer of a cheque crossed generally or specially to himself shall not, in case the title to the cheque proves defective, incur any liability to the true owner of the cheque by reason only of having received such payment." It was contended that this protection did not extend to cases in which the banker credited a customer's account with the amount of the cheque or otherwise gave consideration for the same before realisation as then he could not be regarded to have "received payment for a customer." This view, it was maintained, was supported by the English Courts in "Capital and Counties Bank *vs.* Gordon" (1903) in which it was held that Section 82 of the English Bills of Exchange Act of 1882, which corresponded to Section 131 of the Negotiable Instruments Act of 1881, did not extend to such cases. This led to the passing of the English Bills of Exchange (Crossed Cheques) Act of 1906, which expressly extended this protection to collecting bankers in cases where they credited their customers' accounts with the amount of the cheques before receiving payment thereof. In India, however, no Act corresponding to the English Act of 1906 had been passed; and it was clear, therefore, that the position of the collecting bankers in this country was not as safe as that of the bankers in England.

After consulting the Chamber's solicitors the Committee informed the Government of India that, in their opinion, an amendment of Section 131 of the Negotiable Instruments Act on the lines of the English Bills of Exchange (Crossed Cheques) Act, 1906, was desirable.

A Bill further to amend the Negotiable Instruments Act 1881, was subsequently introduced and passed by the Indian Legislature (*vide* Act No. XVIII of 1922) by which the following *Explanation* was added to section 131 of the Act, namely:—

"*Explanation.*—A banker receives payment of a crossed cheque for a customer within the meaning of this section notwithstanding that he credits his customer's account with the amount of the cheque before receiving payment thereof." *Appendix* F-10).

DELIVERY OF BANK BILLS.

The Associated Exchange Banks, Bombay, in December 1922, forwarded to the Chamber a copy of a letter which they had written to the European Exchange Brokers' Association, Bombay, in which it was intimated that at a meeting of the members of the Associated Exchange Banks held on the 15th November 1922, it was decided that bills for November delivery could only be delivered by a mail leaving Bombay in November. This, it was stated, followed the rule obtaining in Calcutta as regards deliveries, which read as follows :—

"All contracts for sales of bills to banks to be worded 'delivery by any of the mails within.'"

The Associated Exchange Banks also called attention to the fact that were this procedure departed from it would be possible for firms to deliver bills for November and December delivery for the same mail which in effect might prove to be a contravention of the Association's rule No. 4 as regards working in 64ths.

A copy of the letter from the Associated Exchange Banks to the European Exchange Brokers' Association was duly circulated among all members of the Chamber for their information.

INDIAN CARRIERS' ACT.

(*See Report*, 1920, *Vol. I, page* 70 and 1921, *Vol. I, page* 24.)

The Government of Bombay, in June 1922, forwarded to the Chamber a copy of a letter that they had received from the Government of India in which attention was invited to Section 3 of the Indian Carriers (Amendment) Act, 1921 (Act XIII of 1921) by which power was taken for the Governor General in Council to add by notification in the *Gazette of India* to the list of articles contained in the Schedule to the Indian Carriers' Act, III of 1865. It was pointed out that no addition to this Schedule had so far been made in exercise of this power, but a representation had been received from the Agents, Rivers Steam Navigation Company, Limited, and the Managing Agents, India General Navigation and Railway Company, Ltd., in which they asked that the articles enumerated in the Schedule to the Indian Railways Act, IX of 1890, should be incorporated in the Schedule to the Carriers' Act.

The Government of India were inclined to accept the principle underlying the proposal. They were of opinion that as by far the greater part of the carrying traffic was conducted by railways it was desirable that the two schedules should correspond as closely as possible with each other. The Indian Carriers (Amendment) Act, 1921, did not admit of any alteration to the existing wording of the Schedule which formed part of the principal Act. The Government of India accordingly proposed to add to the Schedule the articles mentioned in the following list. They also proposed to include in future any additions that might be made from time to time to the list of articles contained in the second Schedule to the Railways Act. The Government of India enquired whether the

Government of Bombay saw any objections to these proposals.

The following are the articles which it was proposed to add to the list contained in the Schedule to the Indian Carriers' Act :—

(*a*) Art pottery and all articles made of marble.
(*b*) Furs.
(*c*) Government securities.
(*d*) Opium.
(*e*) Coral.
(*f*) Musk, Itr, Sandal-wood oil and other essential oils used in the preparation of Itr and other perfumes.
(*g*) Musical and scientific instruments.
(*h*) Feathers.
(*i*) Narcotic preparations of hemp.
(*j*) Crude India-rubber.
(*k*) Jade, Jade-stone and amber.
(*l*) Gooroochand or Gooroochandan.
(*m*) Cinematograph films and apparatus.
(*n*) Zahir Mohra Khatal.

In replying to the Government of Bombay the Committee stated that they were in favour of the proposal of the Government of India to assimilate the list of articles in the Schedule to the Indian Carriers' Act, III of 1865, to that contained in the second Schedule to the Indian Railways Act, 1890. (*Appendix* G-1).

INDIAN INCOME TAX ACT, 1922.

(*See Report*, 1921, *Vol. I, page* 40.)

A member of the Chamber, in January 1922, drew the attention of the Committee to an apparent discrepancy between the year given in the Statement of Objects and Reasons

attached to the new Income Tax Bill and that given in Clause 68 of the Bill, as the year in which adjustments of assessments would be made. The Committee accordingly addressed the Commissioner of Income Tax, Bombay, in the matter, who in reply stated that the member's contention was correct and that Section 68 was being amended, in view of the Report of the Joint Committee on the Bill, to read as under :—

"68. The enactments mentioned in the Schedule are hereby repealed to the extent specified in the fourth column thereof :

Provided that such repeal shall not affect the liability of any person to pay any sum due from him or any existing right of refund under any of the said enactments ;

Provided, further, that the provisions of Section 19 of the Indian Income Tax Act, 1918, shall apply, so far as may be, to all assessments made under that Act in the year ending on the thirty-first day of March 1922, and where an adjustment shall be made under the provisions of Section 19 of the said Act, the provisions of this Act regarding the procedure for the assessment and recovery of income-tax shall apply as if such adjustments were an assessment made under this Act."

At the same time the Hon'ble Sir Arthur Froom also forwarded to the Committee of the Chamber for their information copies of correspondence which had passed between the Secretary of the Bombay Millowners' Association and himself in regard to certain provisions of the draft Bill.

In his letter to Sir Arthur Froom the Secretary of the Association had stated that, while the Committee of the

Association approved generally the main features of the Bill, they considered that the amendment of certain provisions of the Bill was desirable in the interests of the general body of tax-payers and of the mercantile community in particular. The alterations which the Committee suggested were as follows :—

'(*a*) In Chapter III, Clause 10 (2) (IV), the insertion of the words 'in respect of insurance against loss of profits and fixed charges by such damage or destruction' after the words 'for the purposes of the business.'

(*b*) The insertion of an additional sub-clause in Clause 10 (2) after sub-clause (IV) to read as under :—

'In respect of contributions made by a company, firm or corporation to a regularly constituted Provident Fund for the benefit of its employees, and interest allowed thereon.'

(*c*) The treatment of Clause 19, Chapter II, of the Act as if the legislation of 1918 in that connection had never been introduced and the amendment of the new Bill to provide for adjustments on that basis, credit being given for sums paid in advance.'

In connection with the point raised in paragraph (*c*) it appeared that the Committee of the Millowners' Association were in agreement with Government with regard to the advisability of abolishing the system of adjustment introduced in 1918 but that they were afraid lest a sudden reversion to the old practice of assessment on the previous year's income should operate unfairly in the case of cotton mills, the profits of which, in the majority of cases, had been steadily progressive but were likely to fall in 1922, in which case the prospect of

any of the excess payments being refunded would disappear as, according to the provisions of the new Bill, the tax would be assessed in 1922 on the basis of the profits of the previous year. Accordingly the Association considered that their suggestion provided the fairest method of dealing with the whole question of adjustment; and Sir Arthur Froom was asked, if he agreed with the proposals generally, to arrange, in consultation with his colleagues from the Bombay Presidency, for amendments on the lines suggested to be moved when the provisions of the Bill were under discussion in the Council of State.

In his reply to the Secretary of the Association, the Hon'ble Sir Arthur Froom dealt with the various points in the order in which they appear above :—

(*a*) He stated that it had not been considered advisable to insert any provision in the Bill allowing, as a business deduction, insurance against loss of profit, but he understood that departmental instructions would, however, be issued to the effect that where the owner of a business asked for any such allowance it should be granted provided the assessee agreed to pay income-tax on the amount recovered from the insurance company. Similar instructions were also being issued with regard to the question of insurance against loss of rent under Clause 9.

(*b*) No specific provision regarding the deductions to be allowed on account of the contributions of employers to private Provident Funds of companies or firms had been made. In that connection, however, Sir Arthur Froom invited the attention of the Committee to the recommendation made in

the Report of the All-India Income Tax Committee to the effect that, in practice, deductions on account of such contributions should be allowed in cases where it could be shown conclusively that the Funds were irrevocable trusts and that the employers' contributions could not, in any circumstances, be recovered. The Income Tax Authorities proposed to adopt the recommendation.

(*c*) The difficult question of adjustment was discussed by Sir Arthur Froom at some length, and he explained that, though the adjustment system was to be abolished, the tax paid during the current year on profits made during the previous year would be adjusted when the current year's profits were known. That adjustment would be the final one and next year's tax would be calculated also on the profits of the current year and similarly in the case of all subsequent years.

Sir Arthur Froom added that the final adjustment would have the effect of the tax being paid for two consecutive years on the same calculations, and he understood that the Committee of the Association contended that the result would be unfair to the Bombay Millowners. He pointed out, however, that the whole question had been discussed very thoroughly in Committee and that, although it was recognised that some industries might be affected in a manner which possibly appeared to be unfair, it had been decided that no other workable scheme could be found as it was not considered feasible to go back over a series of years to 1918, as had been suggested.

The new Bill, as amended by the Select Committee of the Council of State and Legislative Assembly to which it was

referred in the first instance, was re-introduced in the Legislative Assembly on the 25th January 1922 and was again amended in certain minor respects before being passed by that body. It received the assent of the Governor-General in the following month and came into force on the 1st April 1922. (*Appendix* G-2).

INDIAN INCOME TAX ACT.

Provision for Business Losses.

(*See Report* 1921, *Vol. I, page* 32.)

At the Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon, held in January 1922, the following resolution was adopted :—

> "That this Association urges on Government the necessity of recognising the equity of making provision for business losses when computing income-tax. The Royal Commission on Income-Tax made full recognition of this principle and the Association recommends that it should be made permissible for an assessee to carry forward losses for a period of three years."

A copy of the above resolution together with the report of the discussion at the meeting with reference to the Income-Tax Bill, 1921, was duly forwarded by the Associated Chambers to the Government of India, who, in a lengthy reply, stated that they were unable to accept any proposal for re-opening this question as the new Income-Tax Act had just been passed by the Indian Legislature and this proposal was considered and rejected at every stage in the deliberations leading up to that legislation. The

proposal which was put forward by the local Bengal Committee that business losses should be carried forward for three years was, it was stated, rejected by the All-India Income-Tax Committee which met at Simla in July 1921. Similar proposals were again put forward in the opinions considered by the Select Committee of both Houses that dealt with the Bill, and that Committee rejected the suggestion, stating in their report on Clause 10 that they were "opposed to the proposal that losses in business should be carried forward and set against profits of succeeding years." In the discussion in the Legislative Assembly when the Bill was under consideration an amendment was put forward, at the meeting of the Assembly held on 28th January 1922, to make allowance for losses carried forward from the previous year's accounts. This proposal was rejected by the Assembly. The Government of India, therefore, considered that no useful purpose would be served in re-opening a question which had been debated at great length and the merits of which had been fully discussed in dealing with the legislation which had just been passed.

In acknowledging receipt of copies of the above correspondence the Committee of this Chamber informed the Associated Chambers that in their opinion no further action was called for in the matter.

Early in September 1922, however, a further letter was received from the Associated Chambers of Commerce in which it was stated that the views received from the members of the Association in regard to the Government of India's reply had been considered by the President. In some cases, while the principle embodied in the resolution adopted at the Annual General Meeting of the Association in January 1922 was fully endorsed, the opinion was that no good

purpose would be achieved by further representations in view of the refusal of Government to re-consider the question; on the other hand some Chambers thought that the Association should continue to press the matter on Government. In view of this difference of opinion the President thought it desirable to make a further reference to members on the subject. It occurred to him that possibly the members who felt that the matter could not usefully be pressed might be disposed, nevertheless, to acquiesce in a further letter to Government more or less in the sense of the following draft :—

"I have the honour to refer to your letter No. 979-F., dated the 29th March last, replying to the representations made by this Association on the subject of the necessity of recognising the equity of making provision for business losses when computing income-tax. Your letter has been submitted to the members of the Association, and has been carefully considered by them.

"The Association note that, for the reasons given, the Government of India are unable to accept the proposal that provision should be made for business losses. It is stated, indeed, in paragraph 2 of your letter, that the recommendation is not understood, but the Association have some difficulty in following this statement for not only is the recommendation governed by the second sentence of the resolution quoted in paragraph 1 of your letter, but the idea embodied in it was clearly explained in the report of the discussion at the annual meeting of the Association last January, and this report was duly forwarded to you for information. It is, however, unnecessary to labour this point.

"In again addressing the Government on the question, the Association propose to confine themselves to broad principles, for the question of making provision for business losses,

when computing income-tax, is one of principle and it is unnecessary to discuss examples of possible administrative difficulties. The broad principle on which the equity of the scheme is based is that the State is a commission partner in every business to the extent of the percentage it takes in income-tax. It naturally follows that the State should be willing to allow business a reasonable opportunity of making good from revenue any losses which may have resulted on a year's trading. To advance the principle that such losses must be recouped from capital is, the Association submit, entirely unsound, if such a policy were accepted and followed by the trading community the advancement of industry would be seriously handicapped, and there would ultimately be a reduction in the revenue producing power of the country with, of course, an inevitable reflex in the Government returns for income-tax.

"In paragraph 4 of your letter you refer to the argument that the home Royal Commission on income-tax made full recognition of the principle for the adoption of which the Association press. You indicate in this connection that the only reason which the Commission had was a disinclination to disturb the privileges already existent in the United Kingdom. The Association however find it difficult to imagine that so weighty a body as the Royal Commission—the scope of whose terms of reference included an enquiry into the income-tax in 'all its aspects'—would have hesitated to condemn the principle had they considered it worthy of condemnation. The whole tenor of their remarks on the subject expressed their approval of the principle, and the Association are unable to accept as reasonable the limitations which the Government of India ascribe to the Commission's attitude on the subject.

"The Association note also your remark in the same paragraph that, so far as the Government of India are aware, no Income-Tax Act in the world, apart from the doubtful case of the South African Act quoted in the discussion, permits the losses of one year being set against the profits of the following years. No general enquiry has been made by the Association on this point, but they direct me to point out that Section 204(*b*) of the Revenue Act of 1921, the Act under which income-tax is assessed in the United States of America, reads as follows:—

> 'If for any taxable year beginning after December 31st, 1920, it appears upon the production of evidence satisfactory to the Commissioner that any taxpayer has sustained a net loss, the amount thereof shall be deducted from the net income of the taxpayer for the succeeding taxable year, and the amount of such excess shall be allowed as a deduction in computing the net income for the next succeeding taxable year; the deduction in all cases to be made under regulations prescribed by the Commissioner with the approval of the Secretary.'

"In explaining—paragraph 5 of your letter—that the Government of India are unable to accept any proposal for reopening the question, in view of the new Income-Tax Act having passed the Legislature, you point out that the proposal put forward by the Association had been considered and rejected at every stage in the deliberations leading up to the Act. In particular you state that it was rejected by the All-India Income-Tax Committee which met at Simla in July 1921. I am, however, to remind you that, as was mentioned during the discussion on the subject at the meeting of the Association last January, opinions were fairly

evenly divided on the matter in the All-India Income-Tax Committee, six members being in favour of the proposal, and only eight against. It cannot therefore be suggested that there was any overwhelming consensus of opinion against the principle.

" I am, in conclusion, to say that the question is one upon which the business community of the country feels strongly and although the decision for the time being has gone against them the Association are not disposed to acquiesce in it as finally settling the matter."

The question again received the careful consideration of the Committee who, however, still considered that no further action on the part of the Association was called for.

In replying to the Associated Chambers to the above effect the Committee at the same time stated that if it was the wish of the other members of the Association that their views should again be laid before Government in terms of the draft letter the Committee were prepared to acquiesce in such a course. (*Appendix* **G-3**)

ASSESSMENT OF TRAMP STEAMERS TO INCOME-TAX.

The Government of India, in July 1922, addressed the Chamber with reference to certain difficulties which had been experienced in regard to the assessment of the profits of foreign shipping companies which had become liable to income-tax. Under Rule 33 of the Income-tax Rules, where the actual amount of such profits could not be separately ascertained, the Income-tax Officer was empowered to calculate the tax on such profits on the same proportion of the total profits of a shipping company as the Indian receipts of the company

(meaning thereby the sums received either in India or elsewhere on account of goods shipped or passengers carried from India) bore to its total receipts, or on such percentage of those Indian receipts as he might consider to be reasonable, or in such other manner as he might deem suitable. It was understood that in very few cases were accounts furnished to the Income-tax Officers from which purely Indian profits could be ascertained, and that it was necessary in most cases to adopt the proportionate basis, or where full details of the total profits of a foreign company were not forthcoming, to take such percentage on the "Indian receipts" as had been ascertained to be the average percentage of profits earned by purely Indian shipping companies, or otherwise.

Further, owing to the fact that foreign shipping companies had recently been made liable to income-tax for the first time, complaints had been made that it was unfair that tramp steamers (*i.e.*, steamers belonging to, or chartered by persons or companies whose principal place of business was not in India and who had no regular agents in India) should not also be required, like liners, to pay income-tax on their profits. The Government of India considered that it was not possible to take steps for the taxing of profits derived from tramp steamers under the existing Act, as in most cases there were no persons who could be treated as agents of the owners of such steamers, and who could be made responsible for furnishing a statement of their annual profits or paying the tax thereon. It had, therefore, been suggested that the Act should be amended in order to require the owners or charterers of tramp steamers or other persons carrying on business temporarily in India, who were likely to leave India before they could be properly assessed, to give security by way of bond or deposit for the due payment of the tax, and that provision should

also be made in the Act, under which the owners or charterers of such ships should be required to make a full return of the amounts payable to them in respect of outward freights and passengers each time that they arrived at an Indian port, that they should be assessed to income-tax on 5 per cent. or 10 per cent. or some other percentage of the gross Indian receipts, and should be required to pay the tax prior to the clearance of the ship, and that the Collector of Customs should not grant a clearance but should detain the ship until he was satisfied that the tax had been paid. Provisions of this nature were, it was stated, contained in the Australian and South African Income-tax Acts.

The views of the Chamber were desired on the abovementioned proposal. The main difficulty anticipated by the Government of India was in arriving at the percentage of the gross Indian receipts which should be assumed to represent profits. The 5 per cent. or 10 per cent. adopted in the Acts of the Dominions referred to, appeared to be arbitrary figures, and it was difficult to determine on what basis any arbitrary percentage of this nature should be fixed. It had been suggested that it might be possible to take a varying percentage, one that should vary every year or every 5 years according to the average percentage of profits on freights that had been ascertained from the accounts of the purely Indian shipping companies or of other companies that produced detailed accounts.

The Government of India added that it must not, of course, be forgotten that while it was desirable that "tramps," like liners, should bear their share of taxation, the regular lines had many advantages and means of eliminating or palliating competition as compared with the owners of "tramps"—and it was most undesirable to do anything which would tend to

drive away any class of shipping from Indian ports. A steamer might make a profit on one voyage and a dead loss on another and such losses might hit the owner of a "tramp" much harder than the owners of the regular liners with their greater resources and established connections.

In view of the difficulties that had been experienced in the assessment of foreign shipping companies with agencies in this country, the suggestion had also been put forward that the tax on all ships owned or chartered by persons whose principal place of business was not in India, should, whether there were recognised agents or not, take the form of a tax on a percentage of the gross freights, *i.e.*, that the system which it had been suggested might be adopted for the taxing of tramp steamers, should also be applied to all foreign-owned ships. The difficulty in this case again would be to arrive at a suitable percentage ; indeed the adoption of this system in the case of all foreign ships would increase that difficulty in proportion as it reduced the statistical basis for the determination of the percentage.

In conclusion, the Government of India stated that the question bristled with difficulties and they desired to have the views of the Chamber on the following questions :—

(1) whether an attempt should be made to tax the profits of tramp steamers ;

(2) what was the most practical method of determining and taxing such profits ;

(3) whether there was any need to replace the existing system of taxing the profits on ships owned by persons or companies abroad who had regular agents in this country by any system such as tax

ing on a percentage of freights and if so, how that percentage should be determined ?

In reply the Committee stated that they were generally in agreement with the proposal that tramp steamers should be assessed for income-tax purposes. While they were aware of the difficulties of evolving a practicable and, at the same time, equitable method they observed that there was at the moment, as mentioned in the letter from the Government of India, existing legislation both in Australia and in the Union of South Africa concerning the working of which, so far as the Committee were aware, there had been no great outcry. That legislation provided for the assessment of income-tax in the ordinary way in the case of returns of income being furnished and, when no such returns were forthcoming, for an assessment based on a fixed percentage of earnings. In the opinion of the Committee the legislation in question would form a good guide for legislation on more or less similar lines in India. Should the Government of India the Committee added eventually decide to adopt this suggestion, they considered that a maximum of 10 and a minimum of 5 per cent. should be laid down and that the percentage should be fixed annually at the time when the Finance Bill was introduced.

With regard to the third question put by the Government of India the Committee were of opinion that the existing arrangements in that connection might be left undisturbed.

The question was also discussed informally with Mr. G. G. Sim, C.I.E., I.C.S., Member, Board of Inland Revenue, on the occasion of the latter's visit to the Chamber in October 1922

and it was understood that the Committee's proposals are receiving the careful consideration of the Government of India. (*Appendix* G-4).

RULES UNDER THE INDIAN INCOME-TAX ACT.

(*a*) Assessment of income derived in part from agriculture and in part from business.

The Board of Inland Revenue, towards the end of May 1922, forwarded to the Chamber a copy of a notification which had been issued by the Board publishing a draft amendment to Rule 23 of the Indian Income-Tax Rules, 1922. It was added that the rule as amended would stand as follows :—

> "In the case of income derived in part from agriculture and in part from business an assessee shall be entitled to deduct from such income the market value of any agricultural produce raised by him or received by him as rent-in-kind which he has utilized as raw material for the purpose of his business or the sale receipts of which are included in the accounts of his business. The balance of such income shall be deemed to be income derived from the business and no further deduction shall be made therefrom in respect of any expenditure incurred by the assessee as a cultivator or receiver of rent-in-kind ;
>
> Provided that in the case of income derived from the joint production and sale of tea, the amount to be deducted for the purpose of this rule shall be 75 per cent. of the gross income received from such combined production and sale."

The Committee, in reply, stated that while they approved the principle underlying the proposed amendment and considered the allowance suggested to be a reasonable one they felt that the expression "gross income", which was apparently used in that connection as synonymous with "net profit", was misleading and they suggested that a clearer expression might be used.

The reason for the Committee's objection to the use of the expression "gross income" is shown by the following example of how the proposed amendment will apply in practice:—

> A tea estate produces and sells tea realising Rs. 1,00,000, Its working expenses, including expenses of sale, are Rs. 80,000 giving a net profit of Rs. 20,000. The amount, therefore, upon which the estate will be taxed is Rs. 5,000, or Rs. 20,000 less 75% of that amount which is erroneously described in the proviso as "gross income."

Subsequently on the 3rd October 1922 the following Notification, No. 681-I.T., was issued by the Board of Inland Revenue:—

> "In exercise of the powers conferred by Section 59 of the Indian Income-Tax Act, 1922 (XI of 1922), the Board of Inland Revenue is pleased to direct that the following amendments shall be made in the Indian Income-Tax Rules, 1922, namely :—
>
> 1. Rule 23 shall be re-numbered 23 (1) and in the rule as re-numbered before the words "In the case of income" the words and figures "Subject to the provisions of rule 24" shall be inserted.

2. Rule 24 shall be re-numbered 23 (2), and in the rule as so re-numbered, for the word and figure "rules 23" the words and figure "Sub-rule (1)" shall be substituted.

3. The following rule shall be inserted as rule 24, namely:—"24. Income derived from the sale of tea grown and manufactured by the seller shall be computed as if the growing, manufacture and sale of such tea were a business within the meaning of section 10 of the Act, and 25 per cent. of such income shall be deemed to be derived from business." (*Appendix* G-5.)

(*b*) DEPRECIATION ALLOWANCES FOR INCOME-TAX PURPOSES IN THE CASE OF MINES.

The Board of Inland Revenue on the 10th August 1922, forwarded to the Chamber for information a copy of the under-quoted notification, No. 559 I.T., issued by the Board on the 31st July 1922, in regard to the allowance to be granted under Section 10 (2) (*vi*) of the Income-Tax Act, in respect of depreciation of railway sidings, shafts, inclines and tramways used in mines:—

DRAFT AMENDMENT.

In exercise of the powers conferred by Section 59 of the Indian Income-Tax. Act, 1922 (XI of 1922), the Board of Inland Revenue is pleased to direct that the following addition shall be made to the statement of rates of depreciation

allowance attached to rule 8 of the Indian Income-Tax Rules, 1922.

Class of Plant.	Rate.	Remarks.
	Percentage on prime cost.	
8. *Mines*—		
(1) Railway Sidings* (excluding rails).	5	* Depreciation on rails used for tramways and sidings, and on inclines where the rails are the property of the assessee, is allowed at 10 per cent. under item 2 above (Plant used in connection with collieries) in addition to any depreciation allowance on the cost of constructing the tramways sidings or inclines.
(2) Shafts ..	5	
(3) Inclines* ..	5	
(4) Tramways on the surface* (excluding rails) ..	10	

The amendment was finally published, without alteration, on the 27th November 1922 under Notification No. 861 I.T. of that date.

THE INDIAN CONTRACT ACT, 1872.

PROPOSED AMENDMENT.

In a letter, dated the 29th November 1921, but not received by the Committee until the 18th January 1922, the Government of Bombay asked for the views of the Chamber on the

provisions of a Bill further to amend the Indian Contract Act, 1872, introduced by Dr. Gour in the Indian Legislative Assembly on the 19th September 1921.

From the Statement of Objects and Reasons attached to the Bill it appeared that the Bill was intended to provide statutory prohibition of transactions, held void in England on the ground of champerty and maintenance, which were even punishable there as indictable offences. Although the same law did not extend to this country, it appeared that the Courts proceeded upon its analogy in suppressing the evil of gambling in litigation as contrary to public policy.

The Committee felt, however, that they could not with advantage discuss the provisions of a Bill which, according to the Government of India's letter, was to be brought forward again in the Legislative Assembly in January 1922 and the documents in regard to which were ordered to be forwarded to them on the 29th November 1921 but did not reach them until the 18th January 1922. They accordingly advised the Government of Bombay to that effect. (*Appendix* G-6.)

TRADE FACILITIES ACT, 1921.

The Government of Bombay, in May 1922, forwarded to the Chamber for information, a copy of a letter that they had received from the Government of India enclosing a letter from the Indian Trade Commissioner, London, in connection with the Trade Facilities Act, which had been passed by the Government of Great Britain with a view to reduce unemployment by guaranteeing the principal and/or interest on sums required for approved capital undertakings.

The attention of members interested was drawn to the provisions of the Act in question and also to the terms of a

circular which had been issued by the Advisory Committee established under the Act for the guidance of applicants for guarantees. (*Appendix* G-7).

INTERNATIONAL LABOUR CONFERENCE.

Delegate from Employers in India.

The Associated Chambers of Commerce of India and Ceylon in July 1922, forwarded to this Chamber, a copy of a letter from the Bengal Chamber intimating that the latter had addressed the Department of Industries of the Government of India recommending the appointment of Mr. A. W. Dods, C.I.E., as the delegate from employers in India, at the Fourth Session of the International Labour Conference which was to be held at Geneva in October 1922. Mr. Dods had attended the Geneva Conference in 1921 as one of the advisers to Mr. N. B. Saklatvala who was the employers' delegate for that year.

In acknowledging receipt of the above letter, the Committee stated that they approved the nomination by the Bengal Chamber of Mr. Dods as the employers' delegate at the Session in question. Subsequently however the Associated Chambers intimated that Mr. Dods was not able to act, and the Bengal Chamber had consequently nominated Sir A. D. Pickford instead.

In September 1922 the Government of India published a Resolution in which it was stated that in pursuance of Article 389 of the Treaty of Versailles they thereby nominated the following officials and non-officials as delegates to represent the Government of India, the Employers and the Workers respectively, at the meeting of the International Labour

Conference to be held at Geneva commencing on the 18th October 1922 :—

1. Delegates of the Government of India :—
   B. N. Basu, Esq., Member of the Council of India.
   Sir L. J. Kershaw, K.C.S.I., C.I.E., Secretary, Industries and Overseas Department, India Office, London.
2. Delegate of the Employers :—
   Sir A. D. Pickford, Kt., of Messrs. Begg Dunlop & Co., Calcutta.
3. Delegate of the Workers :—
   N. M. Joshi, Esq., M.L.A., of the Servants' of India Society, Bombay.

The Delegate of the Employers, it was added, had been nominated on the recommendation of the Bengal Chamber of Commerce, Calcutta, the only employers' organization which had definitely submitted any name for consideration.

The Workers' delegate had been nominated on the recommendation of the Executive Committee of the All-India Trade Union Congress.

The Resolution further stated that in view of the nature of the agenda for the forthcoming Conference which did not include any technical questions, and also in consideration of the suggestion made by the Director, International Labour Office, the Government of India had decided that the appointment of technical advisers was not necessary and no advisers had accordingly been appointed. (*Appendix* **H-1.**)

INTERNATIONAL SANITARY CONVENTION, 1912.

The Government of India in the Department of Education and Health invited, in July 1922, an expression of the

Chamber's views on a note prepared by the Public Health Commissioner with the Government of India with regard to the approaching revision of Parts II and III of the International Sanitary Convention, 1912. With the note was also forwarded a copy of the Report of a Special Commission appointed by the Health Committee of the League of Nations to enquire into international arrangements in connection with epidemic disease prevention in certain areas of the Near East, and in regard to the Mecca Pilgrimage, to which was attached a summary of the modifications in Parts II & III of 1912 Convention proposed by the Commission as a result of their investigation of post-war conditions.

After consulting the Shipping and Export Sub-Committee and the members of the Chamber interested in the question the Committee submitted a memorandum to the Government of India in the course of which they urged the amendment of certain articles of the 1912 Convention, more especially those relating to the pilgrim traffic.

The various points raised in the Chamber's reply are too numerous to set out here in full but the following observations therefrom may be quoted as being of more general interest.

In connection with the provisions of Article 54, which prescribes the measures to be adopted at infected ports on the departure of vessels, the Committee considered that as examination stations are adequately lighted and permit of examinations being conducted as efficiently at night as by daylight the existing system whereby the examination of first and second class passengers must take place between sunrise and sunset might be discontinued at ports of embarkation. The Committee also pointed out that the relaxation of the existing regulations in that connection would accelerate the despatch

of shipping and would also prove a convenience to passengers, especially those on board steamers lying in tidal rivers who were often compelled to remain on board from sunset to sunrise at the docks or jetties.

In commenting upon the special provisions regarding pilgrimages contained in Part III of the Convention the Committee urged the necessity for pilgrims to be in possession of return tickets in all cases, and not only, as is required by Article 86, "if local circumstances permit", for the reasons given in the following extract from their letter:—

> "The conditions endured by indigent pilgrims in Jeddah are such as, in their opinion, to render this clause an absolute necessity, and they strongly urge that there shall be no condition appended, such as 'if circumstances permit'.
>
> In this connection my Committee are authoritatively informed that, up to the 20th June of this year 3,900 pilgrims from India have been landed in Jeddah, of which number only 850 held return tickets; the balance have already become potentially destitute pilgrims, most of whom will have to be repatriated, either at Government expense or by the shipping companies or by charitable funds.
>
> Moreover the mortality amongst such pilgrims who have lost or been robbed of the wherewithal to purchase their return tickets back to India is very high. In the light of these facts my Committee cannot conceive the case for compulsory return tickets as being anything but complete."

The question of the accommodation to be provided for each person on board pilgrim-ships was discussed by the Committee at some length, more particularly for the reason that amongst the many modifications of the 1912 Convention recommended by the Commission in this connection they observed that it was proposed to increase the space allowance for pilgrims carried in the lower between-decks from 16 square feet to 24 square feet. In protesting against the proposed increase the Committee stated :—

> "The last paragraph of Article 93 provides for an allowance of 24 sq. ft. for each pilgrim carried in lower between-decks, instead of 16 sq. ft. as at present; but my Committee consider that there is nothing whatsoever to justify this large increase of space Each pilgrim carried in lower between-decks is allowed 10 sq. inches of ventilation space, *i.e.*, area of ventilating shaft, as against 5 sq. inches in upper between-decks; moreover extra artificial ventilation is provided in the form of fans and my Committee maintain that these provisions entirely and adequately cover the conditions in lower between-decks. They think that perhaps this Article was drafted without reference to Government of India Notification, No. 1902, dated the 14th October 1910, Section 19, of which the Commission may not have been aware."

Similarly in regard to hospital accommodation, the Committee observed :—

> "In view of the fact that the figures for hospital accommodation in the new version are identical with those in the original text my Committee consider it desirable to point out that the Government of

India Notification, No. 1902, dated the 14th October 1910, Section 54, has been amended with a view to reduce the percentage of hospital accommodation to one-half, *viz.*, 2½ per cent. of the pilgrims carried calculated at 32 sq. ft., or 3 sq. metres per pilgrim.

"My Committee are informed that experience has shown this allowance to be amply sufficient for all needs, even in 1920 when an outbreak of cholera occurred in the early part of the season. They believe that the Government of India thoroughly examined the whole question during 1915-1916 and that there is no evidence whatsoever to necessitate a reversal or modification of the decision then arrived at and which is now in force. They further understand that the reduction of the hospital accommodation was concurred in at that time by the present Surgeon-General with the Government of Bombay, Major-General Jennings, who, in his capacity as Port Health Officer of Bombay for many years, had the fullest opportunity for observing the amount of space actually required. They are accordingly strongly of the opinion that this paragraph should be redrafted in order to bring the allowance into conformity with the requirements of the Government of India in that connection, namely, 2½ per cent."

In the Government of India's letter it was stated that the revision of Parts II & III of the convention would be taken up in Paris in October 1922 but the Committee have not yet been advised of the result. (*Appendix* **H-2**).

INDIAN FACTORIES (AMENDMENT) ACT, 1922.

(1) PROPOSED AMENDMENT OF SECTION 2 (8).

The Government of Bombay, in August 1922, asked for the views of the Chamber on a proposal made by the Government of India to amend Section 2 (8) of the Indian Factories Act, 1922, so as to alter the definition of a "week" to read :—

> *Week* means the period between midnight on Wednesday and midnight on the succeeding Wednesday night.

It was pointed out that the existing provision relating to the weekly holiday was substantially different from that which the Government of India originally proposed. Amendments were introduced in the Select Committee chiefly at the instance of certain members from the Bombay Presidency, who were anxious to permit the Bombay mills to continue the practice of substituting various Hindu and Mahomedan festivals for Sundays from time to time. The difficulty which had arisen was certainly not foreseen. The Legislature had, in effect, accidentally taken away an advantage which they expressly intended to confer.

The Government of India pointed out that if the definition of a week were altered to read as above, one holiday must fall within every week as thus defined, as the substituted day could not be more than three days distance either way from the Sunday for which it was substituted. So far as the Government of India could judge the above definition would not involve any administrative difficulties in connection with the provisions of the Act; nor should it cause any inconvenience except, possibly, the alteration of a few registers.

In reply the Committee stated that they were in agreement with the suggestion of the Government of India that the present definition of the week should be altered to read :—

"*Week* means the period between midnight on Wednesday and midnight on the succeeding Wednesday night." (*Appendix* H-3.)

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(2) PROHIBITION OF NIGHT WORK FOR WOMEN IN GINNING AND PRESSING FACTORIES.

Early in April 1922 the Chamber received a joint representation from several ginning and pressing factory owners in regard to the provisions of the Indian Factories (Amendment) Act, 1922, under which night work for women would be prohibited in such factories from the 1st July 1922. The Committee accordingly addressed the Commerce Department of the Government of India in the matter and pointed out that Section 27 of the Indian Factories Act. 1911, exempted ginning and pressing factories from the provisions of Section 24 of the said Act, so that night work with female labour could be carried on in both kinds of factories. The new Factories Act did not provide for any such exemption with the result that from the 1st July 1922 night work for women in ginning and pressing factories must cease, and the total working hours per week for these factories in the absence of male night labour, which was unprocurable, would be limited to 60 hours against 132 under the old Act.

Cotton presses had never, to any large extent, worked by night as the day work in such presses was sufficient, as a rule, to cope with the output of the ginneries working day and night. With normal crops night work in ginneries, however, had always been a necessity in a number of districts in order

to prevent an undue accumulation of stocks of kapas during that part of the season when arrivals were very large.

The Indian Factories (Amendment) Act, 1922, involved the complete abolition of night work in ginneries as the supply of male labour was already so limited that it was often difficult to find the necessary number of men to work the presses regularly during the day time. It would, therefore, be practically impossible to work ginning factories at night with male labour.

Under the new conditions the number of coolie women available for day-work would roughly be doubled, resulting in an over-supply of labour and consequently not only in a reduction of wages through competition, but also in serious unemployment. The Committee contended that work in ginneries was very light, required no physical or mental exertion and was, therefore, eminently suitable work for women, a large number of whom would be thrown out of employment in future.

The stoppage of night work would, it was asserted, also reduce the working capacity of ginning factories by a little less than half per day, the output at night not being quite as good as during the day time. The first effect of this reduced working capacity would be to retard considerably the crop movement and the ryot would not be able to realize the value of his produce as quickly as he could do under present conditions.

A further serious consequence of the slower crop movement would be the facility it would offer to port markets, particularly Bombay, for the successful working of speculative corners. Owing to the slower crop movement up-country, arrivals into port markets would be distributed over a considerably longer period so that less cotton would be available for

tenders, on delivery dates, particularly so during the first half of the season. While Government, the millowners and merchants—in the interests of legitimate trade—desired and strove to control speculative corner operations by widening the range of tenders against contracts, the certainty of a slow crop movement would facilitate such operations more than anything else.

The ryot would suffer further through the reduced working capacity of ginning factories inasmuch as it would greatly diminish competition for purchase up-country amongst buyers. A buyer would not lay in more kapas than he could gin off within a reasonable time as large stocks always involved deterioration of quality, immobilisation of capital, heavy charges for interest, storing, and fire insurance and prolonged risk of damage to goods by fire and inclement weather. The effect of reduced competition for purchases would be reduced prices and smaller proceeds to the ryot for his produce.

Under the new conditions it would take roughly twice as much time to gin and press a year's crop and in a large number of districts in which the season finished well before the monsoon, it would in future be protracted well into the rainy season. A considerable portion of the crop would thus be exposed in its loose state to damage by dampness or actual rain, resulting in a decrease of value and therefore loss to the ryot. Great importance attached to fast ginning and pressing which fact in itself made work in ginneries and presses seasonal and not continuous throughout the whole year.

A further point for consideration was the fact that as the new Act did not apply to Native States, factories situated in British territory would be at a distinct disadvantage.

In a Notice issued by the Director of Industries for the Central Provinces, the following measures were recommended, to deal with future cotton crops without the employment of women on overtime or on night-shifts :—

1. Extending godowns.
2. Better arrangements for fire extinguishing to render the storage of a larger stock of kapas possible.
3. Bringing into use ginning factories that were at the moment idle.
4. Bringing into use ginning machines that might have been idle in working for want of sufficient power.

In connection with the above measures the Committee pointed out that the extension of godowns was largely a question of space and capital outlay. Increased godown accommodation would raise the cost of ginning and naturally reduce the price obtainable by the ryot for his produce.

There was admittedly room for improvement of fire extinguishing arrangements in up-country factories, very few of which had up to date and adequate appliances. The fire risk on large accumulations of kapas and cotton in a congested area could not however be exaggerated owing to the great rapidity with which fires spread, to say nothing of the likely extensive damage by water. Better fire extinguishing appliances meant more capital outlay and expenses which would raise the cost of ginning.

The Committee stated that the number of idle ginning factories or machines was comparatively very small and to open them would relieve the situation but very little.

The only effective measures to counteract the abolition of night work with female labour would be the erection of a large number of new ginneries or the employment of male

labour for night-shifts. Further, considerable investment of capital in the ginning industry could only be attracted by a considerable improvement in the dividend earning capacity of ginneries which could only be brought about by increased ginning charges and these as had been shown above, would be detrimental to the ryot's interest. Male labour was already very scarce and hardly sufficient for day work in presses and men for night-shifts were therefore not available. By the employment of men—if they were available—labour charges, and thus ginning rates, would be considerably increased and the ryot would pay for the increase. Employment in a ginnery in place of a woman was no suitable work for a man.

In view of the above, the Committee suggested that in the Indian Factories (Amendment) Act, 1922, Chapter V, Section 30 (1) after the words : "in cases (*d*) and (*e*) such class of factories from the provisions of section 22" the words : " and clause (*a*) of section 24" should be added, thus empowering Local Governments to grant permission for night-work with female labour to particular classes of factories and in circumstances which made such exemption desirable.

A copy of the Committee's letter to the Government of India was forwarded to the Bengal Chamber with a request that that Chamber might favour the Committee with such views as they might desire to express on the subject.

In replying to the Chamber the Government of India pointed out that the Bill to amend the Indian Factories Act had been before the country for a year and that although full opportunities were given for criticism, no suggestion was made that the repeal of the old Section 27 was in any way

unwise. The Joint Select Committee of the Indian Legislature which considered the Bill included three members who were well qualified to speak for commercial interests in Bombay, but they did not suggest any modification of the Government's proposals in this respect. The Government of India regretted that the Chamber's representation was not put forward at an earlier date. They added that, at the same time, in view of the importance of the question, they had given it very careful consideration.

The Government of India observed in the first place that the Committee appeared to be under some misapprehension as to the actual provisions of the amended Act. Thus in para. 2 of their letter it was stated that the total working hours per week "will be limited to 60 hours against 132 under the old Act." Again in para. 5 it was observed that "under the new conditions, the number of cooly women available for day work will roughly be doubled," and in para. 6 it was said "that the stoppage of night work will reduce the working capacity of ginning factories by a little less than half per day, the output at night not being quite as good as during the day time." Finally in para. 9 it was calculated that it would take roughly double as much time to gin and press a year's crop as formerly. The Government of India pointed out that the provision limiting the hours of work to 60 per week applied to individuals and not to factories. Under the revised Act, there were no restrictions as to the hours during which machinery might work. Even where male labour was absolutely unprocurable, it would be possible to work factories continuously from 5-30 a.m. to 7 p.m. This gave a working week of 81 hours and even this limit could be extended in special circumstances. Thus, power had been given to Local Governments to exempt

seasonal factories from the provision requiring a weekly holiday. The Government of India had no doubt that in special circumstances such as might arise from an abnormal crop in particular years, the Local Governments would make wise use of the power given. So that if the ginning factories to which the Chamber referred were formerly worked 132 hours a week, the actual reduction of hours would be about one-third and the reduction of output should be considerably less.

The Government of India recognised that there was considerable force in the view that the movement of crops should not be retarded and they sympathised with the anxiety of the Chamber to prevent injurious speculation. They stated that they were as anxious as the Committee that no avoidable injury should be inflicted on the ryots who produced the crop. At the same time they were of opinion that these considerations did not justify the relaxation of a provision which they regarded as eminently necessary on other and wider grounds. Experience of the old Act showed that the working of women by night was attended by very grave abuses. The repeal of the provision which formerly made such work possible was advocated by practically every Factory Inspector who had attempted to administer the old Act. The Local Government who were most concerned supported the reform and the views formerly put forward by individuals received striking confirmation from the Report of the Indian Cotton Committee in 1919, which in addition to calling attention to the abuses to which the night work of women in ginning factories led, dealt with the practice of the formation of " pools " in the ginning industry. They found that in certain parts of India there were a number of ginning factories which had never worked and which had not been built with any intention of working; they were built

solely to secure a share in the profits of the industry and the system resulted in artificially high rates for ginning and pressing and was, as the Committee showed, prejudicial to the interests of the cultivator. The Committee, therefore, recommended that where factories were kept closed "no night shift working should be allowed in any circumstances." The Government of India understood that the representation made by the Chamber had particular reference to Berar and they observed from the evidence given before the Cotton Committee by the Hon'ble Sir Frank Sly (now Governor of the Central Provinces), that the pool system referred to above had been specially prevalent in the Berar districts. They considered that the suggestion of the Director of Industries in the Central Provinces that idle ginning factories should be brought into use was an eminently sound one, and there appeared to be, in their opinion, no insuperable obstacle to the erection of additional factories, should these be required.

With reference to the question raised by the Chamber regarding the competition with Indian States the Government of India stated that this was a question which had been carefully considered by them at various times and which was taken into consideration before the revision of the Factories Act was proposed. The Government of India fully recognised the difficulties of the position. At the same time the argument that factories in British India would be subjected to unfair competition from Indian States could be used equally well to oppose the introduction of any reform in factories or mines.

Finally the Government added that since the adoption of the Berne Convention of 1906, it had been a recognised principle in civilized countries that women should not be permitted to work in industrial establishments at night. This

principle had recently been reaffirmed in the Convention adopted at Washington in 1920 which the Government of India had since ratified with the approval of the Indian Legislature. The Government of India considered that, while it would be possible for almost every industry to show that certain benefits would accrue from permitting women to work at night, the general principle was one that could not safely be ignored, and in view of the evidence before them, they did not consider that they would be justified in proposing any relaxation of the law in the case of the cotton ginning industry.

The Committee, in view of the reasons put forward by the Government of India against the amendment of the Act, informed the members of the Chamber who had originally addressed them in the matter that they did not propose to take any further action. In the meantime the Committee of the Bengal Chamber, in replying to this Chamber's letter on the subject, requested that they might be furnished with a copy of the Government of India's reply. They stated that they had themselves carefully considered the matter and that opinions in Calcutta were not unanimous as to the expediency of pressing Government to introduce in the Legislature any measure to give effect to the suggested change in the Act.

The Committee, in compliance with the above request, furnished the Bengal Chamber with a copy of the letter received by them from the Government of India. (*Appendix* H-4)

DRAFT RULES UNDER THE INDIAN FACTORIES ACT.

The Government of Bombay in August 1922 forwarded to the Chamber for an expression of opinion thereon a copy of

the draft rules under the Indian Factories Act XII of 1911, as amended by Act II of 1922.

The draft rules were in the first instance submitted for consideration to a Sub-Committee consisting of Mr. J. A. Kay, Mr. T. W. Dowding and Mr. T. G. Ralli, whose report was adopted by the Committee, and in the reply, based on that report, which they subsequently forwarded to Government, the Committee submitted for the consideration of Government the following observations on such of the draft rules as, in their opinion, required comment on account of either the manner or the degree in which they differed from the existing rules.

INSPECTION.

Rule 5 (*a*) (3).—The Committee agreed to the inclusion in the register of the nature of the operative's employment but they did not consider that the Form D prescribed was suitable for use in this connection. Having regard to the widely differing classes of industrial enterprise which were represented in the Chamber, the Committee were opposed to the adoption of any prescribed form and recommended in its place the use by each individual class or type of factory, mill or works of such a form as might be best suited to the hours of work observed in such place of employment, subject always to the proviso that the Inspector should be satisfied that all the required particulars were shown in the form.

Rule 5 (*a*) (6).—The Committee had carefully considered the form (Form C) prescribed for use in this connection but they had no comments to make thereon.

DUTIES OF CERTIFYING SURGEONS.

Rule 9 (*b*).—The Committee thought that it was desirable that, whenever possible, the examination of children for the

purpose of granting certificates should be held at their place of employment and they suggested that this rule should be so amended as to provide that the managers of factories, etc., should be required to advise the Certifying Surgeon when, say, 20 children were ready for examination and that upon receipt of such notice the Certifying Surgeon should visit the factory, if necessary, specially for the examination of such children.

PROVISION OF MEANS OF ESCAPE IN CASE OF FIRE.

Rule 31.—The Committee had devoted particular attention to the question whether this rule should only be applied in the case of factories erected after the new rules came into force on the grounds that nearly all ginning factories consisted of a one storey building the elevation of which from the ground was usually low and that therefore the provision of fire-proof stair-cases was unnecessary, at any rate in the case of existing buildings. They were, however, of opinion that the additional outlay necessary to ensure compliance with the rule was small and they did not consider that any amendment in the direction indicated was necessary.

ADDITIONAL FENCING IN GINNING FACTORIES.

Rule 38.—The old rules contained no provisions of this nature but the Committee could see no objection to this rule provided that the following recommendations in regard to 38 (*b*) and 38 (*d*) were adopted.

Rule 38 (*b*).—The Committee did not consider that there should be any fixed limit of space between the lattice and the guard as openers differed greatly both in construction and in regard to the rate at which the cotton had to be fed. They were of opinion therefore that the spacing of the guard should be left to the discretion of the Inspector who should be guided by the particular circumstances of each case.

Rule 38 (*d*).—The Committee were of opinion that the question of fencing crank shaft pulleys and roller pulleys of all gins, being a new one, should be held in abeyance until such time as the proposal had received the careful consideration of technical experts, who should be required to take into account particularly the necessity for immediate and easy access to those parts of the gin which required frequent adjustment and oiling. They thought that if this were done it would probably be found that sufficient protection was secured by guarding only that side of the gin from which the operative fed it.

Holidays.

Rule 49.—Although this rule required that the approved compensatory periods of rest should be entered in Form J, the Committee could not find any space in the draft form in which such entries could be made and they suggested that the draft should be amended accordingly.

Accidents.

Rule 64.—Having regard to the habits of Indian workpeople who often disappeared completely after an accident and even left hospital without permission or warning the Committee suggested that this rule should be amended by the insertion after the words "information of his death" of "wherever possible," or some such similar expression in order to cover instances in which the management, through no fault of their own, had not been advised of the operative's death. (*Appendix* H-5.)

WORKMEN'S COMPENSATION BILL.

(See *Report*. 1921, *Vol. I, page* 61.)

On the 13th September 1922, a Bill was introduced in the Legislative Assembly to define the liability of employers in

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certain cases of suits for damages brought against them by workmen, and to provide for the payment by certain classes of employers to their workmen of compensation for injury by accident.

The Government of India towards the end of September 1922 forwarded a copy of the Bill to the Chamber for an expression of its views thereon. From the Statement of Objects and Reasons it appeared that the general principles of workmen's compensation commanded almost universal acceptance, and India was nearly alone amongst the civilised countries in being without legislation embodying these principles. For a number of years the more generous employers had been in the habit of giving compensation voluntarily, but this practice was by no means general. The growing complexity of industry in this country, with the increasing use of machinery and consequent danger to workmen, along with the comparative poverty of the workmen themselves, rendered it advisable that they should be protected, as far as possible, from hardship arising from accidents.

An additional advantage of legislation of this type was that, by increasing the importance for the employer of adequate safety devices, it reduced the number of accidents to workmen in a manner that could not be achieved by official inspection. Further, the encouragement given to employers to provide adequate medical treatment for their workmen should mitigate the effects of such accidents as did occur. The benefits so conferred on the workmen, added to the increased sense of security which he would enjoy, should render industrial life more attractive and thus increase the available supply of labour. At the same time a corresponding increase in the efficiency of the average workman might be expected. A

system of insurance would prevent the burden from pressing too heavily on any particular employer.

After a detailed examination of the question by the Government of India, local Governments had been addressed in July 1921, and the provisional views of the Government of India were published for general information. The advisability of legislation had been accepted by the great majority of Local Governments and of employer's and workers' associations, and the Government of India believed that public opinion generally was in favour of legislation.

In June 1922, a Committee was convened to consider the question. This Committee was composed for the most part of members of the Imperial Legislature. After considering the numerous replies and opinions received by the Government of India the Committee were unanimously in favour of legislation, and drew up detailed recommendations regarding the lines which, in their opinion, such legislation should follow. The Bill presented followed these recommendations closely. A number of supplementary provisions had been added where necessary, but practically no variations of importance had been made.

The Bill contained two distinct proposals. In Chapter II modifications were made in the ordinary civil law affecting the liability of employers for damages in respect of injuries sustained by their workmen; these clauses would operate only in actions before the ordinary civil courts. The main part of the Bill made provisions for workmen's compensation and set up special machinery to deal with claims falling under that category.

Both parts of the Bill, however, applied to the same classes of workmen. If the scope of the employers' liability clauses

was made wider than the scope of the workmen's compensation provisions, there would be considerable danger of a great increase in litigation. The classes included were those whose inclusion was recommended by the Committee, and were specified in schedule II. Two criteria had been followed in the determination of the classes to be included :—

(1) that the Bill should be confined to industries which were more or less organised ;

(2) that only workmen whose occupation was hazardous should be included.

The general principle was that compensation should ordinarily be given to workmen who sustained personal injuries by accidents arising out of and in the course of their employment. Compensation would also be given in certain limited circumstances for disease. The actual rates of compensation payable were based on the unanimous recommendations of the Committee. They were in every case subject to fixed maxima, in accordance with the Committee's recommendations. It should be remembered, however, that the more highly paid workmen would be enabled in cases to which the employers' liability clauses would apply, to obtain damages on a scale considerably in excess of the maximum fixed for workmen's compensation.

It was stated that a consistent endeavour had been made to give as little opportunity for disputes as possible. Throughout the Bill, in the definitions adopted, the scales selected, and the exceptions permitted, the great aim had been precision, in order that in as few cases as possible should the validity of a claim for compensation or the amount of that claim be open to doubt. At the same time, on the unanimous recommendation of the Committee, provision had been made for

special tribunals to deal cheaply and expeditiously with any disputes that might arise, and generally to assist the parties in a manner which was not possible for the ordinary civil courts.

The Bill was, in the first instance, submitted for consideration to a Sub-Committee consisting of the Hon'ble Sir Arthur Froom, Mr. T. W. Dowding and Mr. F. C. Annesley whose report was adopted by the General Committee. Copies of the Committee's letter to Government embodying the Sub-Committee's recommendations were circulated to all members and the correspondence, together with a copy of the Bill, will be found in full in the Appendix. The following extracts from the Chamber's reply may, however, be quoted as indicating their views generally on the main provisions of the Bill:—

> "I am to state that in commenting upon the Government of India's original proposals this Chamber laid considerable emphasis upon the fact that the interpretation of the English Act depended already upon an enormous bulk of case law and suggested that the utmost care should be taken in drafting the present measure to define the issues. In this connection my Committee are glad to observe that as the Government of India justly claim throughout the Bill, in the definitions adopted the scales selected and the exceptions permitted, the intention of its framers has been to ensure that the validity of a claim for compensation or the amount of that claim should be open to doubt in as few cases as possible. At the same time my Committee note that, in accordance with this Chamber's recommendation in that connec-

tion, provision has been made for special tribunals to deal cheaply and expeditiously with any disputes that may arise, and generally to assist the parties in a manner which is not possible for the ordinary Courts.

I am now to proceed to discuss such of the clauses of the Bill as in the opinion of my Committee require comment in the light of the foregoing general observations ; but before doing so I am to observe that, but for a few clauses to which my Committee have taken exception, the Bill appears to them to be an honest and equitable attempt to give effect in the peculiar circumstances of India to the general principles of workmen's compensation which now command almost universal acceptance."

In commenting on the different clauses of the Bill the Committee confined their observations more particularly to the definition of a "dependant" contained in clause 2 (1) (*c*), namely, "the wife, husband, father, mother, minor son or minor daughter of a deceased workman" and to the special provision made in clause 15 for cases in which the employer does his work through contractors, a contingency to which the Chamber referred at some length when commenting upon the Government of India's original proposals in the same connection.

In regard to the definition of a "dependant" the Committee stated that although they observed from the notes on various clauses appended to the Bill that the intention underlying the definition was to avoid the necessity for the dependants to prove that they were actually dependant on the deceased work-

man and thereby remove a very fruitful source of dispute they could conceive circumstances in which it was desirable that the husband, father and mother should be in a position to show that they were actually dependant upon the deceased. Such a proviso, the Committee averred, was most important as in many cases the alleged dependants might be of a wage-earning age.

The Committee's remarks in connection with the provisions of clause 15 relating to the employment of contractors may be cited in full in view of the difference between the conditions obtaining in India and the United Kingdom in this respect :—

> " CLAUSE 15.—In this connection it will be remembered that this Chamber drew the attention of Government to the common practice in many large works in this country of employing labour supplied by a contractor for a special task, often in return for the payment of a lump sum, and stated that special provision appeared to be necessary to deal with this practice, which was little, if at all, prevalent in the larger English workshops.
>
> No attempt appears to have been made to consider the employer's interest in this connection. On the other hand, this clause, if adopted, would operate in distinct contravention of my Committee's views as expressed previously.
>
> My Committee consider it of the utmost importance that the liability for payment of compensation should rest upon the employer who actually pays the workmen's wages.

I am to say that my Committee see no reason why contractors of standing should not be liable to pay compensation to their workmen in the same manner as other employers of labour.

My Committee do not urge that this contention should extend to small employers of labour, such as the Bombay Muccadum, who may undertake to discharge for a small lump sum a work of comparative insignificance.

In the case, however, of contractors employing a large number of men on works of importance my Committee consider that the person engaging the labour, and primarily responsible for reasonable precautions being taken in the interests of their men, who must perforce perform somewhat hazardous work, should bear the full responsibility of any liability arising out of the Bill under discussion."

The Bill has been referred to a Joint Committee of both Houses of the Indian Legislature and their report is expected to be presented during the course of the ensuing (January) session of the Legislative Assembly and Council of State. The Chamber is represented on the Joint Committee by the Hon'ble Sir Arthur Froom, its representative on the latter body. (*Appendix* H-6.)

INDIAN BOILERS BILL.

The Government of Bombay in October 1922 forwarded to the Chamber for an expression of opinion thereon a copy of a Bill consolidating and amending the law relating to steam boilers in India.

From the Statement of Objects and Reasons attached to the Bill, it appeared that under the Devolution Rules the regulation of boilers was a provincial matter, subject to legislation by the Indian Legislature. There were at the moment seven provincial Boiler Acts ; some of them were framed many years ago and were out of date, and all of them were inconsistent with each other. The result was that different rules were enforced in different provinces, and the anomalous position had been reached that a boiler which was allowed to work up to a certain pressure in one province could only be worked to a much lower pressure when transferred to another province. Further in the interest of safety a boiler required regular inspection in whatever province it might be situated, and it was wrong that in certain provinces no boiler law should be in force at all. The object, therefore, of the legislation under consideration was :

(*a*) to secure uniformity throughout India in all technical matters connected with boiler regulations, *e.g.*, standards of construction, maximum pressure, and

(*b*) to insist on the registration and regular inspection of all boilers throughout India.

This object, it was asserted, could only be attained by an All-India Act, with uniform regulations throughout the country ; under the Devolution Rules, as explained above, it was the function of the Central Government to promulgate such an Act.

The subject being a highly technical one, a Committee of three persons including two boiler experts were appointed to examine the existing provincial laws and to put forward proposals for an All-India Act, based on the provisions of these laws brought up to date and co-ordinated. The report

of this Committee had been published and the views of local Governments obtained upon it. The Bill under consideration was the result of their recommendations as modified after consideration of the views of local Governments.

The only important respect in which the Bill diverged from certain of the existing Acts was with regard to certificated boiler attendants. It was only in a few provinces that boiler attendants were required to possess certificates of competency. The Industrial Commission suggested that this requirement was unnecessary, a recommendation which the Boiler Laws Committee endorsed, and to which local Governments, including those insisting on certificates, had unanimously agreed.

After a reference to a special Sub-Committee consisting of the Hon'ble Sir Arthur Froom, Mr. J. Addyman and Mr. James M. Ritchie, the Committee, in replying to the Government of Bombay, stated that they were in complete agreement with the main object of the measure, namely, to secure uniformity of boiler regulations throughout India, as they considered that it was essential to the interests of all concerned that boiler regulations should be unified throughout the country.

In referring to the proposal that the use of steam pipes, as defined for the purpose of the Bill, should be governed by regulations similar to those that applied to the use of boilers the Committee stated that this appeared to them to be a step conducive to safety and they accordingly expressed their complete approval of this feature of the Bill.

At the same time the Committee pointed out that the existing Boiler Regulations for the Presidency of Bombay required that every man who was in charge of boilers should possess a certificate stating that he was competent to take charge of

boilers, but they observed that in the Bill under consideration, it was proposed to abolish the obligation for men in charge of boilers to be in possession of such certificates of competency. The Committee considered that this was a retrograde step. While admitting that owners of large and valuable boilers would take steps to ensure that the men in charge of such boilers were competent to carry out their duties, the Committee emphasized the fact that many small boilers were owned by ignorant and improvident employers and they considered that the proposed abolition of certificates of competency was likely to jeopardise the lives of the employees of such owners. The Committee were aware that many complaints had been made against the existing system of examination for certificates of competency, on the grounds that such certificates did not provide a true indication of a man's knowledge of the work he was required to do, but they pointed out that the possession of a certificate at least denoted that a man must have had a certain period of practical experience ; and in this connection the Committee endorsed the Boiler Laws Committee's recommendation, namely, that the remedy for the alleged inutility of certificates was to improve the system of examination for such certificates.

In conclusion, the Committee summed up their views on the Bill by stating that while they approved of the unification of boiler regulations throughout India and the bringing of steam pipes under similar regulations they not only condemned most strongly the proposal to abolish, so far as Bombay was concerned, the obligation for men in charge of boilers to be in possession of certificates of competency, but they also considered that the Bill should provide for the establishment of an improved system of examination for such certificates. (*Appendix* H-7.)

INDIAN MERCHANT SHIPPING (CONSOLIDATION) BILL.

The Chamber's representative on the Council of State, the Hon'ble Sir Arthur Froom, in February 1922, forwarded to the Committee a copy of a Bill to consolidate certain enactments relating to merchant shipping and asked for the views of the Committee thereon. From the Statement of Objects and Reasons attached to the Bill it appeared that the object of the Bill was to consolidate as far as possible the Indian Acts relating to merchant shipping. The first Act at the moment on the Indian Statute Book dealing with that subject was passed in 1838 and the last in 1920, and during that period of nearly a century a large number of Acts had been from time to time enacted by the Legislature. The result was that the law had become increasingly difficult to refer to and the case for consolidation was very strong.

Attempts had been made on several occasions in the past to remedy this state of affairs. In 1867, again in 1882, and more particularly in the years 1893 to 1896, Bills attempting to effect a complete or partial consolidation were brought before the Legislature. These attempts failed for a variety of causes, into the details of which Government considered it unnecessary to enter, but a possible reason common to all was the fact that consolidation and amendment were undertaken at the same time. If, as seemed probable, the efforts to consolidate and amend at the same time were contributory to the failure in the past, such a course was not less undesirable in 1922, for the volume of the law to be dealt with was far greater and the legislative machinery was far more complex. The Bill, therefore, did not attempt to go beyond consolidation, and that not even of the whole of the law, for the reasons given below.

It was stated that any consolidating measure must, however, necessarily involve a consideration of the English statute law on the subject, for by the enactment of the Imperial Statute, the great Merchant Shipping Act of 1894, the powers of the Indian Legislature were both curtailed and extended. The Indian law had, therefore, to be brought into legal harmony with that enactment and its amending Acts. Save for this purpose and in a few unimportant respects, mostly necessitated by the lapse of time, no change of substance had been made intentionally.

The Bill, however, was an imperfect consolidation of the law in one important respect. It left untouched the Indian law relating to the registration of ships. That law was contained in Act XIX of 1838 and Act X of 1841 and its amending Acts. The latter Acts were passed in virtue of Acts of Parliament which had been repealed, and though their provisions were saved there was no power to re-enact them even if it were desirable to do so. Whether they could at that juncture be repealed and the matter left to be dealt with by Part I of the English Merchant Shipping Act, 1894, which extended throughout the British Empire, or whether special provisions must be maintained to meet the case of country craft and other classes of shipping provided for by these Acts, were matters which were beyond the scope of the present measure.

The Bill had been prepared and considered by the Statute Law Revision Committee, and they considered it a useful step towards the clarification of the Statute Book. They did not, however, recommend it should be passed into law in its present shape: it was abundantly evident that numerous amendments of the law were called for. They recommended accordingly that the passage of the Bill in question should be

suspended at some convenient stage in its consideration by the Indian Legislature, and that an amending Bill in harmony with that consolidating measure should, when all controversial points had been decided, subsequently be amalgamated with that Bill.

The Committee telegraphed to the Hon'ble Sir Arthur Froom informing him that they had no objection to raise to the Indian Merchant Shipping (Consolidation) Bill if, as they understood, it merely consolidated existing legislation without introducing any fresh principles. The Committee considered, however, that no fresh principles should be introduced without an opportunity being granted them for full consideration.

In reply the Hon'ble Sir Arthur Froom informed the Committee that the Bill introduced no fresh legislation but that during the course of the next Session there was likely to be introduced an amending Bill to this new Bill to bring the Indian Merchant Shipping laws up to date. The amending Bill would be an important measure and would require to be carefully considered by the Chamber. (*Appendix* I-1).

ACCOMMODATION FOR DECK PASSENGERS ON BOARD NATIVE PASSENGER SHIPS.

(*See Report*, 1921, *Vol.* 1, *page* 144.)

The Government of Bombay in February 1922 requested the opinion of the Chamber upon the Report of the Deck Passenger Committee and also upon the provisional views of the Government of India in the same connection as set forth in a letter from the Department of Commerce to maritime local Governments. This letter which is too long to quote here was duly circulated to members with the Excerpts from

the Proceedings of the Committee for the month of March 1923 and will be printed in full in the Appendices.

As will be seen from the Chamber's Report for 1921, page 144, the Chamber was represented upon the Deck Passenger Committee by Mr. James M. Ritchie, Assistant Superintending Engineer of the Bombay Steam Navigation Company, Ltd., who signed the report subject to a minute of dissent in which he detailed several practical objections to the adoption of the Committee's proposals in certain important respects.

The Committee's report and the letter from the Government of India were referred, in the first instance, to a Special Sub-Committee consisting of Messrs. F.C. Annesley, P. H. Browne, C. B. E., and T. W. Dowding. The Sub-Committee's Report was approved by the Committee of the Chamber and a reply on the lines of the Report was subsequently sent to the Government of Bombay. The reply in question was printed in extenso in the Excerpts for March referred to above and will be found in *Appendix* I-2.

NATIVE PASSENGER SHIPS.

Precautions against Fire and making of Signals of Distress.

The Government of Bombay early in July 1922 forwarded to the Chamber for an expression of opinion thereon a copy of a Resolution giving cover to certain correspondence that had passed between that Government and the Government of India with reference to the revised draft rules issued by the latter Government regarding precautions against fire, and in regard to distress signals on board native passenger ships.

After a reference to the Shipping and Export Sub-Committee the Committee in replying to the Government of Bombay

stated that it appeared from the correspondence forwarded by them that the Government of India had recently been in communication with the Board of Trade and Maritime Local Governments with a view to the revision of the existing rules for precautions against fire and in regard to distress signals on board native passenger ships which were originally published in the Finance and Commerce Department Notification No. 1354, dated the 14th March 1889. The draft of revised rules and instructions submitted for the Committee's approval was based partly on the procedure prescribed in various circulars, etc., which had been issued by Government subsequent to the promulgation of their "Instructions for the Survey of Passenger Steamships, 1913," and partly on modifications of the existing rules suggested by the Local Governments and fell into two main divisions :—

I Apparatus for extinguishing, and precautions against fire.

II Appliances for making signals of distress.

The Government of India in their letter to the Maritime Local Government covering the draft of the revised rules further explained that their enquiries also elicited a good deal of matter that appeared to be rather of the nature of suggestions and recommendations than rules to which a statutory character could be given and they accordingly decided to classify separately such suggestions as 'instructions' for the breach of which no penalty should be prescribed, but non-compliance with which should enable a surveyor, if he chose, to refuse the grant of a certificate.

Before proceeding to discuss in detail the draft of the rules under reference the Committee invited attention to

the concluding sentence of paragraph 3 of the Government of India's letter above quoted in which it was stated that it would be convenient to shipowners if the structural and other alterations which might be rendered necessary by the acceptance of the recommendations of the Deck Passenger Committee, which were at that time under the consideration of the Government of India, were carried out simultaneously with those involved in the adoption of the revised fire extinction and distress signal rules. In that connection the Committee stated that they were strongly of opinion that any structural alterations necessary to enable steamers to comply with the requirements of the latter rules should be held in abeyance until the Native Passenger Ships Act was amended and the new rules thereunder were framed and that thereafter adequate time should be allowed for alterations in the case of a fleet of vessels which was on a materially different footing from isolated steamers in that respect. In particular the Committee emphasized the fact that Shipping Companies should not be hampered by such means in their passenger service which had hitherto, and under the existing rules, been very efficiently performed.

The Committee took great exception to the Government of India's proposals in connection with the duties of a surveyor in the event of non-compliance with the instructions, as opposed to the revised rules, namely, that, although no penalty was prescribed for breach of the instructions, non-compliance with them should enable a surveyor, if he chose, to refuse the grant of a certificate. The Committee considered that the effect of such a proposal was to vest in the surveyor a power which could readily be abused and they pointed out that to make even small structural alterations in a large fleet of steamers would take a considerable time, possibly

covering a period of several years, and that in the event of a surveyor exercising his prerogative during that period the result might possibly be that vessels which had hitherto been regular and competent passenger carrying steamers would be debarred from the trade. The Committee were strongly of opinion, therefore, that neither the rules nor the instructions should be so framed as to permit of such an eventuality.

The Committee then proceeded to refer categorically to the draft rules and to deal with the instructions as and when they came within the purview of the Committee's remarks on the rules.

In conclusion the Committee emphasized the extreme inadvisability of applying the rules under reference in the case of all steamers indiscriminately. In particular the Committee considered that shipowners should not be required to make structural alterations in existing steamers or in steamers in an advanced stage of construction.

Finally the Committee invited attention also to the provisions of section 13 of the Merchant Shipping (Convention) Act, 1914, which stated, in effect, that any passenger steamer proceeding on a voyage within the home trade limits, subject to a maximum distance of 200 miles from the coast, was exempted from the provisions of Part 2 of the Act which provided for the necessary construction and equipment of passenger steamers, including the prevention, detection and extinction of fire, etc. The Committee were strongly of opinion that similar powers of exemption should be included in any new Indian legislation that might be undertaken as a result of this reference. (*Appendix* I-3).

RECOMMENDATIONS OF THE LIFE SAVING APPLIANCES COMMITTEE.

(*See Reports*, 1913, *pp.* 81, 581 ; 1914, *pp.* 70, 551.)

The Government of Bombay towards the end of July 1922 forwarded to this Chamber for an expression of opinion thereon a letter which they had received from the Government of India in connection with the recommendations of the Life Saving Appliances Committee's report which involved structural changes in ships.

The Government of India in their letter pointed out that the most important of the Committee's recommendations in this respect was that contained in paragraph 5 of the Report which related to the question of framing rules regarding water-tight bulkheads. The Committee recommended that as soon as the new rules for the United Kingdom were passed, a similar standard should be adopted for this country, at any rate for vessels certified to carry more than a hundred passengers.

The United Kingdom rules, which were provisional in view of the fact that the Merchant Shipping (Convention) Act of 1914 had not yet been brought into force, were contained in the Board of Trade Instructions relating to the construction of passenger steamships issued in 1915 (reprinted in 1922). They, however, generally embodied the recommendations of the Convention. For the purpose of applying these rules steamers were divided into three classes, according as their keels were laid—(1) on or after the 1st January 1916 ; (2) on or after the 1st July 1915 ; and (3) before the date determined by Article 16 of the Convention, namely the 1st July 1915.

The position in India was simplified by the fact that as the Government of India did not adhere to the Convention they had a free hand both in framing their rules and in fixing the

date and method of their application. They agreed, however, with the Committee that it would be simplest to apply the Board of Trade rules. It did not seem necessary to limit the rules, as suggested by the Committee, to vessels carrying more than 100 passengers, as the Board of Trade rules appeared to be limited to foreign-going ships and were graduated to apply to large as well as to small steamers. The Government of India enquired whether the Government of Bombay agreed, or whether they considered that any modifications were desirable in these rules before they were applied to Indian foreign-going passenger ships or whether any special rules were required for home-trade ships.

The next question was the date of application. The Government of India considered that if the rules were made obligatory on all ships the keels of which were laid on or after the 1st January 1924, ample time would be afforded for the alteration of designs to comply with their requirements. In any case at least twelve months' warning would appear to be necessary before their introduction.

With regard to existing ships (that was to say ships the keels of which had been or would be laid before the suggested date), it was probable that in view of the fact that practically every steamer engaged in foreign-going passenger traffic in India had been constructed in the United Kingdom, and in most cases took out its initial registration there, ships constructed after 1916 already complied with the Board of Trade regulations. At the same time, there was no information to show how far in practice they were applied by surveyors in the United Kingdom granting certificates to passenger steamers which did not intend to ply between the United Kingdom and other countries. The Government of India therefore desired to ascertain how far steam vessels

then employed in passenger traffic in this country complied with the Board of Trade regulations and with what modifications, if any, they should be applied to those vessels.

The Government of India requested that if the Government of Bombay considered that the regulations were already substantially complied with, and that their enforcement wouldnot involve shipowners in undue trouble and expense, they might suggest a date after which the existing vessels should be compelled to adapt themselves to these regulations or in default to have their passenger certificates cancelled, or, if this was considered too drastic, after which surveyors might be empowered to reduce the maximum number of passengers in the case of vessels which did not comply with the regulations. The Government of India also asked for any suggestion which would enable the rules to be applied to existing ships with or without modifications.

In replying to the Bombay Government, the Committee at the outset emphasised the fact that since the Government of India did not agree to adhere to the Merchant Shipping (Convention) Act, 1914, there was, in their opinion, no necessity to follow blindly any Board of Trade rules and they considered that this should be very clearly borne in mind when legislating with regard to certificates granted in India for vessels trading in Eastern waters.

The Committee drew attention to the fact that the "Bulkhead Committee" was originally appointed as a result of the "Titanic" disaster and that in drawing up their recommendations the foremost considerations that the members of the Committee would have in mind would be the requirements of vessels trading in the North Atlantic, with its accompaniments of fog, snow-storms, blizzards, low temperatures, etc., in winter, and ice dangers, not to be lightly disregarded, later

on in the year. In this connection the Committee recognised, of course, that in tropical waters extremely bad weather was at times to be met with in the form of cyclones or typhoons, but they thought that no one would assert that the Board of Trade Regulations, governing the construction of ships up to 1915, were in any way lacking as regards a ship's seaworthiness in every respect. Thus the Committee considered that Government surveyors in India should not demand any structural alteration in ships built before 1916, and they were of the opinion—for the reasons mentioned—that any regulations to the contrary would be based only on a slavish imitation of the Board of Trade rules and moreover that the expense of the alterations entailed by such regulations would be prohibitive.

The Committee were further of opinion that the Government surveyors in India should confine themselves to a thorough examination of the hull, structures, etc., of ships built under the old Board of Trade rules and insist that these were in good order and kept up to the standard laid down. With regard to vessels built or registered in England since 1916, the Committee pointed out that they would obviously comply with any rules drawn up by the Board of Trade, and that it was unnecessary to make any further provisions with regard to their life saving appliances.

In conclusion, the Committee stated that their views on the question of the life saving appliances for ships built in this country and designed for trade in the waters around India, were generally to the effect that the Government of India would do well to insist on these vessels being built up to the standard of the Board of Trade requirements previous to 1915, but that they deemed it unnecessary for the later Board of Trade rules to be enforced. (*Appendix* I-4).

WORKMEN'S BREACH OF CONTRACT ACT.

PROPOSED REPEAL.

In January 1922, the Government of Bombay forwarded for the views of the Chamber a copy of a letter they had received from the Government of India in regard to a proposal to repeal the Workmen's Breach of Contract Act XIII of 1859 and Sections 490 and 492 of the Indian Penal Code.

In their letter the Government of India invited a reference to the statement made by the Hon'ble Sir William Vincent, on behalf of Government, in the Imperial Legislative Council on the 11th March 1920, when moving that the Bill further to amend the Workmen's Breach of Contract Act, 1895, be passed, to the effect that Government would be prepared to address local Governments pointing out that the policy of the Government of India was to administer the Workmen's Breach of Contract Act, as amended, with the greatest leniency possible. Local Governments had been subsequently requested to take steps to give effect to the assurance given in the Council.

The Government of India at the same time forwarded copies of the debate in the Legislative Assembly on 10th September 1921 on a resolution moved by Mr. N. M. Joshi recommending the repeal of the Workmen's Breach of Contract Act, 1859 and Sections 490 and 492 of the Indian Penal Code.

It was pointed out that Mr. Joshi withdrew his resolution on an undertaking being given to him by the Hon'ble Sir William Vincent that the Government of India were prepared to adopt the view that the repeal of the Act was desirable on general grounds of principle and that if, after consulting local Governments and eliciting public opinion, it was found

that there was a general consensus of opinion in the country in favour of this course they would be prepared to undertake legislation to repeal the Act. No definite undertaking was given as to the repeal of Sections 490 and 492 of the Indian Penal Code, which, the Government of India considered, stood on a different footing from the Act of 1859 as they were a part of the general criminal law of the land, but the Government of India expressed their readiness to invite public opinion on these sections of the Indian Penal Code as well.

The Government of India accordingly desired to ascertain the general public opinion, especially the opinion of those whose interests were likely to be affected by the above proposals, *e.g.* the planter community and other employers of labour, together with the views of local Governments, on the position generally and in particular on the questions (1) whether the repeal of the Workmen's Breach of Contract Act was likely to affect materially the industrial progress of the country, and (2) whether the repeal of Sections 490 and 492 of the Indian Penal Code was desirable.

The local Governments were asked further to report as to how the Act as amended in 1920 had worked, whether it was unfair and whether any instances of the abuse or misuse of its provisions had come to their notice.

In replying to the Government of Bombay, the Committee stated that they were of opinion that the Act and the relevant sections of the Penal Code were little invoked in Bombay and that their repeal would make little difference to the conditions of labour in this Presidency.

On general grounds, however, the Committee were disposed to urge that if it were found expedient to repeal the Act some provision should be made elsewhere for the summary recovery

of advances made to labour in consideration of an undertaking to perform certain services. In practice the existing law was only set on foot where the action of the labourer amounted to theft or fraud. A labourer who deserted his employer in fact defrauded him of the money advanced for his journey and outfit by taking service with another master who would pay him full wages without deduction for these preliminary expenses. The existing legislation was no doubt framed with a view to treating this action as fraudulent, and which was on an entirely different basis to the failure to pay a civil debt. The Committee considered this reasonable and equitable and saw no reason why it should be impossible to provide for the summary treatment of such cases without incurring the odium of the phrases 'indentured labour' and 'imprisonment for civil debt.' (*Appendix* I-5).

PROPOSED WIDER STATUTORY DEFINITION OF BRITISH NATIONALITY.

The Association of British Chambers of Commerce, London, in June 1922, forwarded to this Chamber a copy of the following resolution which was unanimously adopted at the Annual Meeting of the Association held on the 5th April 1922—

> "That this Association respectfully urges upon His Majesty's Government and upon the Government of the British Dominions and India the desirability of an agreement being arrived at with a view to facilitating the early amendment of the British Nationality and Status of Aliens (1914) Act so as to provide for the acquisition of British Nationality by persons of British descent of the second and subsequent generations born abroad subject to the conditions of registration at birth and

renewal of registration as a British subject at majority, such amendment being in accordance with the terms of the Resolution adopted at a Conference of Overseas Representatives held under the Chairmanship of the Right Hon'ble Winston Churchill, M.P., at the Colonial Office, on the 18th July 1921, when it was decided to recommend such proposals to the favourable consideration of the several Governments concerned."

The Association asked that the Resolution might receive the sympathetic consideration of this Chamber and that it might be pressed on the local Government.

It was pointed out that there were many British traders situated in foreign countries throughout the world who were established there for the purpose of carrying on British trade—by which was meant British trade generally and not merely the trade of the United Kingdom—who were suffering grave injustices under the provision of the existing British Nationality and Status of Aliens (1914) Act. It was added that there were many cases where under the provisions of the Act, as it stood at the moment, children born to British fathers were no longer entitled to British nationality although they might be brought up every way British in sympathy and in character and, further, there even were cases where some children of the family were British and others born subsequently and coming under the existing restrictions were natives of the country in which they were born. In other cases foreign states did not even claim these children as their own nationals.

After consideration the Committee decided that no action upon their part appeared to be called for as the legislation in

question did not affect in any way the status of British subjects resident in India.

Subsequently the Committee were addressed on the same question by the Associated Chambers of Commerce of India and Ceylon to whom they replied that they had, in the first instance, merely recorded the letter on the subject received from the Association of British Chambers of Commerce as it seemed to them that from the point of view of British subjects resident in India, the matter was of academic interest only, and not such as to call for any representation from this Chamber to Government.

At a later date, however, the Associated Chambers of Commerce forwarded to this Chamber a copy of a letter they had addressed to the Government of India in which they expressed a hope that the Government would inform the Secretary of State that commercial opinion in this country supported the movement for amending the British Nationality and Status of Aliens (1914) Act.

In replying to the above letter the Government of India informed the Associated Chambers of Commerce that His Majesty in Parliament had recently passed an Act amending the British Nationality and Status of Aliens Acts, 1914 and 1918. The amending Act, 12 and 13, Geo. 5. Chap. 44, which came into operation on the 4th August 1922, provided for the children of British subjects born abroad being registered and thus obtaining British nationality. The Government of India added that the new Act would apply like the principal Act *proprio vigore* to British India.

The amending Act referred to above was published in Part I of the *Gazette of India*, dated 30th September 1922. (*Appendix* I-6).

ENROLMENT OF WOMEN AS LEGAL PRACTITIONERS.

PROPOSED REMOVAL OF SEX DISQUALIFICATION.

The Government of India, in February, 1921, asked for the views of the Chamber on an amendment moved by Dr. H. S. Gour to the resolution adopted in the Legislative Assembly on the 1st February 1922, regarding the removal of the sex disqualification of women in respect of the entry on the electoral rolls for elections to the Legislative Assembly. Dr. Gour's amendment was to the effect that Government might be pleased to remove the sex bar held to disqualify women from enrolment as legal practitioners in the courts in this country. The amendment was, however, withdrawn on an assurance being given on behalf of Government that public opinion would be ascertained, and the local Governments and High Courts consulted on the question raised by the amendment.

In reply the Committee informed the Government of India that they had no views to submit with regard to the proposal in question. (*Appendix* I-7).

EXCISE COMMITTEE, BOMBAY.

At the third session of the Legislative Council of the Government of Bombay held on the 3rd August 1921 the following resolution was adopted :—

> "This Council recommends to Government to appoint a Committee to consider and report in all its aspects upon the question of the drink and drug traffic in this Presidency and its total abolition."

The resolution was accepted by Government who, in pursuance thereof, appointed a Committee consisting of the following gentlemen :—

Rao Bahadur G. K. Sathe, C.I.E., M.L.C. (President).

H. P. W. Macnaghten, Esq., M.L.C.

B. F. Madon, Esq.

Jehangir B. Petit, Esq., M.L.C.

Ambalal Sarabhai, Esq.

The Revd. N. Macnicol.

Hooseinbhoy Abdoolabhoy Lalljee, Esq.

Rao Saheb D.P. Desai, M.L.C.

B. V. Jadhav, Esq., LL.B.

Dr. S. W. Patel, L.M. &. S.

Jamshed N. R. Mehta, Esq.

P. J. Mead, Esq., C.S.I., C.I.E., I.C.S., M.L.C., Chief Secretary to Government.

W. C. Shepherd, Esq., I.C.S., M.L.C., Commissioner of Customs, Salt and Excise.

The Government of Bombay, in May 1922, informed the Chamber that a vacancy having occurred in the Committee, owing to the departure from India on leave of Mr. H. P. W. Macnaghten, Mr. F. Nelson was appointed a member in his place ; but, owing to other engagements, the latter had expressed his inability to serve on the Committee. The Government of Bombay accordingly requested the Chamber to suggest the name of a suitable gentleman for appointment to the Committee.

In replying to the Government of Bombay the Committee stated that, whilst they would have been pleased to consider the

question of nominating a representative of the Chamber to serve upon the Excise Committee had they been invited to do so in the first instance and before the Committee in question had commenced their activities, they felt that no good purpose would be served at that date by complying with Government's request having regard to the fact that the proceedings of the Committee must be nearing completion.

In replying to the above letter in August 1922, the Government of Bombay stated that the Excise Committee had held sittings in Bombay, Belgaum and Poona and had examined witnesses at those places. Three important centres, *viz.*, Surat, Ahmedabad and Karachi had yet to be visited for the purpose of recording further evidence and the Committee's deliberations would continue until the end of the year. The appointment on the Committee at that stage of a representative of the European community would not, therefore, be too late. There was still much to be done and the presence and assistance of a European representative would be of great value, especially when the drafting of the report was under consideration. It was understood that the President of the Committee intended to call a meeting of the members to discuss the evidence so far recorded and to determine the lines on which further evidence should be taken. The new member would thus have an opportunity of familiarising himself with the past proceedings. The Government of Bombay, therefore, again requested the Chamber to suggest the name of a suitable gentleman for appointment on the Committee.

The Committee of the Chamber, however, informed the Government of Bombay that they regretted their inability to suggest the name of a suitable gentleman to serve on the Committee in question. (*Appendix* J.)

INDIAN FISCAL POLICY.

DEPUTATION TO SECRETARY OF STATE FOR INDIA.

The Director-General of Commercial Intelligence, at the beginning of July 1922, forwarded to the Chamber for information copies of the Minutes of Proceedings at a Deputation of Members of Parliament representing the Cotton Textile Constituencies received by the Secretary of State for India and the Under Secretary of State for India on Wednesday, 29th March 1922, in regard to the Indian Fiscal Policy.

Copies of the Minutes of the Proceedings to question were duly placed at the disposal of all members interested.

TARIFF VALUATIONS.

(*See Report* 1921, *Vol. I, page* 102.)

In accordance with the usual practice the Director-General of Commercial Intelligence met a representative Sub-Committee in the rooms of the Chamber on Tuesday, the 7th November 1922, and discussed with them the proposed amendments of the Tariff Schedule.

A copy of the revised Schedule will be found in *Appendix* K-1.

CUSTOMS EXAMINATION OF IMPORTED GOODS.

(*See Report* 1899, *page* 807 *and* 1921, *Vol. I, page* 91.)

A member of the Chamber in March 1922 drew the attention of the Committee to the fact that the officers of the

Customs Appraising Department during the previous few months had become stricter in their examination of imported goods. They had introduced, *inter alia*, a system under which they required that packages out of a consignment bearing particular numbers should be produced for Customs examination and until such packages were produced the whole consignment, consisting often of 100 to 200 packages, was detained, and thus often incurred heavy demurrage charges. It was pointed out that at times some of the specified packages could not be found for several days owing to the manner in which the cargo was discharged by the ship and stored in the import godowns. The member enquired whether the Committee had taken any steps to arrive at a satisfactory solution of this difficulty so that goods could be cleared through the Customs without undue delay.

The member also drew the attention of the Committee to the fact that the Customs authorities were demanding that the wholesale cash market value of imported yarn should be shown on the Bills of Entry, instead of the invoice value, and enquired which was the correct procedure that should be adopted.

In replying to the member the Committee stated that, with regard to the first question raised, they intended addressing the Collector of Customs in the matter and would advise them of the result of their representation in due course.

With regard to the second point, namely, the method of assessment for duty followed by the Customs authorities in the case of imported yarn, the Committee drew the member's attention to the correspondence which passed between the Chamber and the Collector of Customs in April of the previous year on the subject, a summary of which will be

found on pages 91-94 of Vol. I of the Chamber's Report for 1921.

In addressing the Collector of Customs in regard to the first point raised by the member the Committee enquired whether he was in a position to take any action in the matter with a view to remove the difficulties of which the member complained. In the above connection the Committee stated that they were aware that the system had been in force since 1899, at any rate, and they were also aware of the correspondence that had taken place between the Chamber and the then Collector of Customs during that year, but they particularly requested to be advised whether, under more modern conditions, it was not possible to provide a more satisfactory solution of the difficulties attendant upon the production of goods for customs examination.

In the first instance the Collector informed the Chamber that the matter was occupying his attention, but in the meantime he stated that he had introduced a system in January 1922 of (1) having goods from the United Kingdom examined, and (2) having a specified number examined, which was a modification of the very much stricter procedure that obtained in Calcutta and other ports on the other side of India. It seemed to the Collector that there was something radically wrong in the discharge and storing of cargo in Bombay. He stated that probably the difficulty lay in the irregularity with which ships discharged their cargo and in the way in which the cargo was received in the import godowns. The Collector subsequently addressed the Chamber further, on completion of his enquiries, and a copy of his letter was duly circulated among all members of the Chamber on the 27th April 1922.

Briefly stated the alterations in procedure which the Collector had adopted in order to ameliorate the position were as under :—

(1) The payment of duty before examination in the case of certain goods which were not assessed on market values, thus permitting importers of these goods to take delivery without waiting for the examination of the detained packages to be completed.

(2) The passing of the following classes of goods, generally, without examination or inspection provided they were covered by proper and complete documents, and provided also their examination for purposes of assessment was not necessary, power being reserved by the Collector to examine or inspect at random and without warning by way of check :—

(i) Private property not for sale imported by individuals or companies for their own use ;

(ii) Machinery, mill stores, motor vehicles, railway materials, metals and similar heavy or bulky goods ;

(iii) Well known goods covered by shipment samples ;

(iv) Goods packed in pressed bales or special packing ;

(v) Costly fragile or dangerous goods, which were liable to be damaged or which could not be re-packed.

(3) The Collector proposed to restrict the movement of goods from one shed to another for the purposes of examination.

In thanking the Collector for his letter the Committee stated that they appreciated the prompt and comprehensive manner in which he had dealt with the matter under reference and stated that they approved generally the measures which he proposed to take with a view to ameliorate the situation. (*Appendix* K-2.)

IMPORT DUTY ON SUGAR SHORTLANDED.

The Karachi Chamber in November 1922 drew the attention of the Committee to the fact that steamship companies which carried cargoes of sugar from Java to Karachi were seriously affected when bags of one quality of sugar, brown for instance, were shortlanded, or bags containing white sugar were landed in their place, as the Customs authorities would not allow a set-off, by charging the steamer duty on the differences in values when necessary with the result that the steamship company was charged Penalty Duty on the full value.

The Karachi Chamber accordingly enquired as to the procedure followed by the Customs authorities in Bombay in regard to imports of sugar shortlanded, and more particularly whether the latter permitted one quality of sugar to be set off against another with the necessary adjustment of duty on differences in values; or whether they insisted that the two qualities should be identical if such set-off was to be allowed; and further, whether Section 167, Clause 17, of the Sea Customs Act was applied strictly in the case of steamers bringing whole cargoes of sugar.

A reference to the Customs authorities elicited the information that at Bombay in adjusting letters of call, the total number of unmanifested landings was set off against the total number shortlanded; not only were marks disregarded but the quality was also disregarded, unmanifested landings of brown sugar being set off against shortages in consignments of white sugar, and *vice versa*. Quantities landed at other ports, including Colombo, were also deducted from those shown as shortlanded, provided that a landing certificate from the Customs authorities at the port of landing was produced.

In regard to the question whether Section 167, Clause 17, of the Sea Customs Act was strictly applied in the case of this port, the Customs authorities stated that the above procedure held good for all sugar, whether a whole or part cargo. (*Appendix* K-3.)

RATE OF DUTY APPLICABLE TO IMPORTED GOODS.

During March 1922 a member of the Chamber informed the Committee that in their opinion Section 37, Chapter V, of the Sea Customs Act, 1878, constituted a real hardship to importers in times of fluctuating import duties.

Section 37 lays down that :—

> " The rate of duty and tariff valuation (if any) applicable to any goods imported shall be the rate and valuation in force at the date on which the bill of entry thereof is delivered to the Collector of Customs under Section 86."

The member suggested that the above section should be altered so that the rate of duty and tariff valuation levied should be the rate ruling at the time on which the

steamer's General Manifest was delivered to the Customs Collector under Section 53 or 54.

The matter was discussed at an informal meeting of the Committee with the Hon'ble Mr. C. A. Innes, C.S.I., C.I.E., I.C.S., Member for Commerce, Industries and Railways, held on the 5th April 1922. The Hon'ble Mr. Innes said that the amendment of the Sea Customs Act as a whole was under consideration and he promised to discuss the point with the Collector of Customs, Bombay. Subsequently the Committee were advised by the Hon'ble Mr. H. A. F. Lindsay, C.B.E., I.C.S., Secretary to the Commerce Department, that, although it was not deemed advisable to amend Section 37 in the manner suggested, the Government of India had issued orders to the Collector of Customs on the subject which would remove to a very large extent the difficulties and hardships to which the Committee had invited attention.

Accordingly, on the 3rd August 1922, the Collector of Customs forwarded to the Committee, at the Hon'ble Mr. Lindsay's request, a copy of Standing Order No. 3380 issued by him on the 20th July 1922 and based upon the orders of the Government of India, which he hoped would make the amended procedure quite clear.

The Standing Order in question, to which the Committee signified their approval, was circulated to members on the 17th August 1922 and is reprinted below for purposes of record :—

> "The proper officer of Customs referred to in the Explanation attached to Section 37 of the Sea Customs Act is the Receiving Clerk in the Import Department.

2. A bill of entry should not be accepted as having been delivered to the proper officer of Customs for the purposes of Section 37 unless it is presented in a reasonably complete form. In cases where the importer is not responsible for the correctness of details, allowances should be made—for instance, if a firm could not get the correct manifest or index number entered in the bill of entry at the time of presentation, this should not prevent the bill of entry being accepted by the Customs. If, however, details of goods are incomplete or the bill of entry is presented in a more or less skeleton form, it should not be deemed to have been presented for the purposes of Section 37 at the Customs House until such details have been completed." (*Appendix* K-4.)

PROVISIONAL ASSESSMENT OF GOODS FOR DUTY IN ABSENCE OF INVOICES.

The Collector of Customs towards the end of July 1922 informed the Chamber that provisional assessment of goods in the absence of invoices had been allowed hitherto in all the Custom Houses in India in order to facilitate the passing of goods in the absence of such invoices. The original condition on which such assessment was permitted was the production of the necessary documents within one month of the date of payment of provisional duty. During the war, owing to disorganization of the postal services, this period had been extended and under existing orders provisional assessment was permitted at the Bombay Custom House provided the importer executed a stamped guarantee undertaking to produce

the required documents and information within three months of the payment of the provisional duty. The Collector added that now that the postal difficulties resulting from war conditions no longer existed, he proposed to revert to the pre-war procedure and to curtail the period allowed ordinarily for the production of the documents to one month; but he was prepared, in exceptional cases, to give an extension for a further period of one month making, in such cases, a period of two months in all in which to produce the necessary documents. The Collector's reasons for this alteration were that the existing practice threw a great deal of extra work on the Customs staff, increased the difficulties in the keeping of their books, and left many cases pending for an unnecessarily long time. The Collector proposed to introduce the new procedure as from the 1st September 1922.

In reply the Committee stated that they approved of the reintroduction of the old procedure, subject to the modifications suggested by the Collector, with effect from the date mentioned. (*Appendix* K-5.)

MARKET VALUE OF MILL STORES FOR CUSTOMS PURPOSES.

The Collector of Customs, Bombay, in August 1922 enquired of the Chamber as to whether there was an established market value in Bombay for mill stores such as healds, heald cords, reeds, picking bands, bobbins (warping), forks for looms, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking levers, picking sticks (over and under), reed piers, shuttles (for power looms), springs for looms, strappings, weft forks, etc., as men-

tioned in item 79 of the Schedule for 1920. The Collector stated that he understood there was no market value for these articles in Bombay and that the prices varied considerably according to the particular make or quality of the article and that the various local agents for mill stores quoted their own prices for their particular brands of goods.

In reply, the Committee stated that they understood that while there could not be said to be any established market value for the commodities in question, the price of healds, heald cords, reeds and pickers was more or less uniform in practice and that the price of the other articles varied with their make and quality.

In this connection the Committee drew the Collector's attention to the fact that certain papers, for example "Commerce," published market reports giving quotations of certain of the abovementioned commodities. (*Appendix* K-6.)

PROPOSED RESTRICTIONS ON EXPORT OF CERTAIN MANURES.

The Director-General of Commercial Intelligence, Calcutta, forwarded to the Chamber in March 1922 a copy of a report presented to the Board of Agriculture, Pusa, by a Special Committee appointed by that body to consider the question of restricting the export of oilseeds; oilcakes and bone and other manures.

The manures considered by the above Special Committee were :—

(1) Oilseeds and Oilcakes.

(2) Bones.

(3) Fish Manures.

(4) Ammonia Sulphate.

The recommendations of the Special Committee in regard to the above manures may be summarised as follows :—

(1) They considered it unwise at the present time to advocate an export duty on oilseeds and cakes.

(2) They were of opinion that present conditions precluded the possibility of total prohibition and that an export duty if imposed should be done gradually.

(3) They were of opinion that it was pre-eminently desirable to retain in this country as much phosphatic manure as possible and they therefore approved of measures designed generally to lessen the export of fish manures provided that such measures were applied in a manner that would not damage the fish oil industry or tend to curtail the amount of fish caught for this purpose.

(4) It appeared certain to the Committee that the world capacity for the production of nitrogenous manures was far greater at the moment than before the war. An export duty on ammonia sulphate would, it was considered, tend to hamper at present the small Indian industry and might conceivably in the end seriously curtail production. As there was little demand for ammonia sulphate in India at the moment an export tax was not advocated.

The Director-General of Commercial Intelligence added that the full Board accepted as much of the abovementioned

report of the Special Committee as related to oilseeds, oilcakes and sulphate of ammonia, and on the rest of it passed the following resolution :—

> "Without expressing an opinion on the portion of the Sub-Committee's report dealing with phosphatic manures, the Board is of opinion that, on the evidence before it, it is doubtful whether the method of prohibition or restriction of export of bones, fish manures and other phosphatic manures would achieve the end desired; but it is nevertheless of opinion that the retention of its manurial resources, specially of phosphates, is of vital importance to the future of the country, and that it is essential that a constructive policy should be formed which would lead to this end, and it therefore requests the Government of India to appoint a small Committee of about five members to consider the question from this point of view and suggest a constructive policy which will lead to the results desired."

In replying to the Director General of Commercial Intelligence the Committee stated that while agreeing that Indian crops generally would be materially improved by the application of manure in a systematic manner they considered that the first essential in that regard was for the local Departments of Agriculture to conduct a more intensive propaganda with a view to bring the fact home to the ryot. Moreover the Committee were strongly of opinion that any attempt in the meantime to achieve the desired result by manipulation of the tariff schedule would be fraught with very serious consequences both to the commercial community and to the country as a whole. (*Appendix* K-7.)

LIST OF IMPORTED COTTON PIECE-GOODS PRESCRIBED FOR TARIFF PURPOSES.

(*See Report* 1914, *pp.* 64, 497.)

The Director-General of Commercial Intellegence, in July 1922, informed the Committee that in order to simplify the differentiation for fiscal purposes betweeen piece-goods assessable at 3½ per cent. and other cotton goods assessable at 5 per cent. under the tariff then in force, a list of imported cotton piece-goods was prescribed by the Commerce and Industry Department of the Government of India in 1906. The Director-General stated that this list had been revised by subsequent resolutions, and, finally, as the 1919 tariff subjected cotton piece-goods and all other cotton goods, as well as apparel, to the same rate of duty, the list had been discontinued from that time. Now, however, that cotton piece-goods were again assessable to different rates of duty it had become necessary to re-notify this list. A copy of the last list which was in force prior to its discontinuance in 1919 was attached to the Director-General's letter and he desired to be furnished with any modifications the Committee might wish to suggest.

After a reference to the Import Sub-Committee the Committee, in reply, stated that they had no modifications of the list to suggest as they observed that it was merely a copy of the one which was in force prior to its discontinuance in 1919. (*Appendix* K-8.)

IMPORT DUTY ON ARTIFICIAL SILK PIECE-GOODS.

An enquiry was received from the Karachi Chamber of Commerce towards the end of August 1922 as to the basis

of assessment of duty in Bombay on artificial silk piece-goods.

It was asserted that the Chief Collector of Customs in Sind assessed such goods at 15 per cent. *ad valorem* on the ground that cotton piece-goods only were assessable to duty at 11 per cent. *ad valorem* under article 96 of the tariff schedule, and stated that as artificial silk piece-goods did not answer to this description, they were therefore assessable to duty at 15 per cent. under article 99 of the tariff schedule as "All other sorts of yarns and textile fabrics not otherwise specified."

After consulting the Collector of Customs, Bombay, the Committee informed the Karachi Chamber that cotton manufactures containing an admixture of silk, artificial silk, wool or any other textile fabric were assessed in Bombay under Section 21 of the Sea Customs Act at the higher rate of duty applicable to articles wholly composed of such fabric except when the quantity of the fabric dutiable at the higher rate was trifling and was inserted merely as embroidery or for similar decorative effect.

Subsequently the Committee were addressed by a member of the Chamber in reference to the above question, the member being of the opinion that goods containing artificial silk should not be assessed at the higher rate of duty in view of the fact that artificial silk is manufactured from wood pulp or cotton and is very different in that respect from real silk.

The member added that they had already approached the Customs Authorities in the matter suggesting that a maximum percentage to which the lower rate of duty should be applicable might be fixed, importers at the same time

being compelled to declare the actual percentage of artificial silk contained in the goods. The Customs Authorities had however been unable to accept the suggestion and had stated, in regard to the existing practice, that it was left to the discretion of the Chief Appraiser to determine what constituted a trifling quantity of artificial silk.

In this connection it may be observed that the Committee of the Chamber in 1912 suggested the inclusion of artificial silk made from cotton or wood pulp in the list of cotton piece-goods prescribed for customs purposes but the proposal was not adopted and the necessity for the differentiation disappeared in 1919 when under the tariff for that year cotton piece-goods and all other cotton goods were subjected to the same rate of duty.

In view, however, of the fact that cotton piece-goods and other manufactured cotton goods are again assessable at different rates of duty the Committee have decided to raise the question with the Director-General of Commercial Intelligence when they are again consulted in regard to the revision of the list of cotton piece-goods. (*Appendix* K-9.)

INTERPRETATION OF TERM "SILK VELVET."

In March 1922, the President of the Civil Courts, Baghdad, asked the Chamber to arrange for a report to be made on two patterns and in this connection put the following two questions :—

(1) Is the term "Silk Velvet" a trade name or does it mean goods made of silk ?

(2) Is (sample marked) "B" similar to (sample marked) "A" in respect of tissue and pattern ?

On the recommendation of the Import Sub-Committee the matter was referred to Mr. R. D. England who, in replying to the specific questions put, stated :—

(1) "Silk Velvet" means goods made entirely of silk.

(2) "B" is slightly inferior to "A" in tissue but the patterns are similar.

At a later date the British Chamber of Commerce at Baghdad forwarded to this Chamber a letter that they had received from a member of that Chamber who was the plaintiff in the suit in the Baghdad Court, from which it appeared that on the strength of Mr. England's report the Court had decided the case against them. They contended that the report was incorrect as in their opinion it was not necessary for velvet to be made entirely of silk to be called "Silk Velvet."

In replying to the British Chamber of Commerce at Baghdad the Committee stated that they saw no reason to alter the opinion previously expressed. At the same time however they considered it desirable to add that, from the facts put before the Chamber by the member of the Baghdad Chamber, the Court had read into the opinion considerably more than it actually contained, if, acting on that opinion, they had awarded cancelment. Both the basis and the supply were mixed velvet, *i.e.*, cotton and silk, and the difference was reported to be very small. In the circumstances, therefore, the Committee were of opinion that the case was one which would be adequately met by a small allowance.

In acknowledging the above letter the Baghdad Chamber stated that they disputed the ruling of Mr. England in regard to the first point of his report, *viz.*, that "Silk Velvet" meant goods made entirely of silk. They added that his statement was very definitely refuted by the Silk Association of Great

Britain and Ireland, Inc., in whose opinion "Silk Velvet" was a correct term for goods containing a proportion of silk. The Baghdad Chamber asked this Chamber to revise their formerly expressed opinion on the point.

In regard to the second point the Baghdad Chamber stated that no doubt in India, as well as in many other countries, the case under reference would have been met with a small allowance as suggested by this Chamber but no such thing existed in Turkish law which was the law obtaining in the Courts of Iraq. By Turkish law a contract is or is not perfectly fulfilled. The Baghdad Chamber enquired therefore whether this Chamber was prepared to endorse the opinion of the Manchester Chamber of Commerce to the effect that the goods tendered in this particular case as indicated by the shipment samples represented a satisfactory tender against the contract, *i.e.*, against the basis sample. At the same time the Baghdad Chamber agreed with this Chamber that the Court had read far too much into the report but the report was the sole evidence on which the judgment was given.

The Chamber in the first instance enquired of the Collector of Customs, Bombay, as to whether the term "Silk Velvet," used in relation to goods which either contained a mixture of silk and cotton or had a ground work of cotton, was a correct trade description and in accordance with the provisions of the Merchandise Marks Act.

In reply the Collector informed the Chamber that the terms "Silk Velvet" or "Pure Silk Velvet" when used in relation to goods containing a mixture of silk and cotton or to those composed of silk pile on a cotton base were considered to be false trade descriptions within the meaning of Section 2 (3) of the Merchandise Marks Act; but the terms "Silk Pile Velvet"

or "Pure Silk Pile Velvet" on such goods were not considered objectionable. In this connection the Collector forwarded a copy of a Notice, dated 24th March 1922, issued by the Customs Department which was based on the latest orders issued by the Government of India on the subject. The Collector added that the importation of goods having applied thereto a false trade description was prohibited under Section 19 (*d*) of the Sea Customs Act and was punishable under Section 167 (8) of the same Act.

In forwarding to the Baghdad Chamber copies of the above correspondence with the Collector of Customs the Committee stated that they were unable to alter in any respects the opinion previously expressed by them in the case under reference.

Subsequently the President of the Court of Appeal at Baghdad addressed the Chamber in the matter and stated that with a view to amplifying the report formerly given the Court of Appeal desired to submit the following further questions to Mr. England :—

(1) Are the materials sent herewith silk velvet or not ? If not what are they ?

(2) Do the said materials, or any of them contain silk, and if so in what quantities ?

(3) Are such materials called by different names according as the proportion of silk is greater or less ?

In reply to these questions the following answers were submitted :—

(1) Under the Indian Merchandise Marks Act the materials cannot be described as Silk Velvet; they are Silk Pile Velvet.

(2) The materials contain silk in similar quantities.

(3) No ; such materials when imported into India are usually called Silk Pile Velvet irrespective of the proportion that the silk bears to the total weight of the cloth. (*Appendix* **K-10.**)

STATE VERSUS COMPANY MANAGEMENT OF RAILWAYS IN INDIA.

(*See Reports* 1916, *pp.* 27, 250 ; 1918, *pp.* 40, 278 ; 1920, *Vol. I, page* 101.)

Mention was made in the Report for 1920 of the appointment of a Committee, under the Chairmanship of Mr. (now Sir) William Acworth, to advise the Government of India on certain matters connected with the administration of railways in India. The first of the terms of reference to the Committee, now known as the Indian Railway, or Acworth, Committee, 1920-21, was :—

"(1) To consider, as regards railways owned by the State, the relative advantages, financial and administrative, in the special circumstances of India, of the following methods of management :—

(*a*) Direct State management ;

(*b*) Management through a Company domiciled in England and with a Board sitting in London ;

(*c*) Management through a Company domiciled in India and with a Board sitting in India ;

(*d*) Management through a combination of (*b*) and (*c*) ; and to advise as to the policy to be adopted as and when the existing contracts with the several railway companies can be determined....."

The Committee of the Chamber, in their written evidence before the Acworth Committee, stated, in regard to the above aspect of that Committee's enquiry, that for many cogent reasons, the nature of which it was unnecessary to recapitulate, they favoured the adoption of the principle of company rather than State management in the case of all railway administrations in India, with the exception of any railway serving a strategical frontier such as the North Western Railway.

With regard to the question of the location of the Board of Directors in the case of company-managed railways the Committee of the Chamber advanced the opinion that a combination of (*b*) and (*c*) was to be preferred and suggested in that connection the adoption of the following system :—

(1) The retention of a Board in London of the same strength as hitherto.

(2) The institution in India of an Executive Board or Committee consisting of the Agent, one of the Directors of the Home Board and a suitable representation of the place in which the Board was located.

(3) The delegation to the Indian Board of powers that might generally be described as those relating to questions of local policy—other than those connected with new construction and administration.

The Acworth Committee in their report, published in 1921, were unanimously opposed to the retention of the existing system of management by guaranteed companies domiciled in England and also ruled out as impracticable the alternative recommended by the Chamber, namely management by a

combination of English and Indian companies, but they were equally divided on the question of management by Indian companies and direct State management, five members of the Committee, including the Chairman, being of the opinion that the undertakings of the guaranteed companies, as and when the existing contracts fell in, should be entrusted to the direct management of the State while the remaining five members recommended that the system of both State and Company management should be continued and that Government should not be committed to a policy of State management only for all railways. The latter accordingly proposed a scheme for creating domiciled companies to manage the East Indian and, possibly, the Great Indian Peninsula Railways, leaving the cases of the other lines to be considered on their merits when the contracts became terminable.

It was in the light of the foregoing circumstances all of which had transpired since the two previous occasions, other than that cited above, on which a direct reference had been made to the Chamber on the subject, namely in 1916, when it gave a considered opinion in regard to the comparative advantages of the two systems of management in relation to the State-owned railways of India and, in 1918, as to the relative merits of a Board in London and one in India under any system of Company management, that the Railway Board again addressed the Chamber on the subject in June 1922 and stated that it had become one of immediate practical importance in view of the fact that the contract for the East Indian Railway expired in December 1924 and that for the Great Indian Peninsula Railway in July 1925.

The Government of India added that although they did not propose to commit themselves to any definite decision at the moment until they had received the replies to their

reference and until they had consulted the Central Advisory Council for Railways, which had recently been appointed in pursuance of the Acworth Committee's recommendations in that connection, it had been suggested at a preliminary discussion in the Council that the consideration of the question would be facilitated if concrete schemes were prepared, indicating on what lines company management in India could be carried on in the event of the final decision being in favour of that form of management. They accordingly submitted as a basis for discussion two such schemes, the first of which had been drawn up on the lines suggested in the Acworth Committee's report while the second was an attempt to show how company management could be continued in India more or less on the existing lines but with companies domiciled in India. The details of both schemes, which had been drawn up with particular reference to the East Indian Railway, will be found in the Appendices to this Report.

At the same time the Government of India invited an expression of opinion on the suggestion contained in paragraph 250 of the Acworth Committee's report wherein reference was made to the dangers of State management of railways in a country which was advancing in the direction of democratic Government and the suggestion was advanced that those dangers could be obviated to some extent by the expedient of associating with the Agent of the Railway a Board of Management similar to the Boards of Trustees or Port Commissioners in the major ports. The specific points at issue were therefore comprised in the following questions, the Chamber's replies to which were solicited at an early date :—

"(1) Should the management of the East Indian Railway and Great Indian Peninsula Railways on the

expiry of the present contracts be taken over by the State or entrusted to a company domiciled in India?

(2) If the latter alternative is preferred, what scheme of management is suggested?

(3) In the event of State management being favoured, would it be possible to associate a Board of Directors with the Agent and if so, should the Board be composed mainly or entirely of business-men?".

In view of the importance of the subject to commercial interests in Bombay the Committee remitted the question in the first instance to a special Sub-Committee, composed of the Deputy Chairman, Mr. C. H. Goodall, and Messrs. F. C. Annesley, H. F. Lodge, R. McLean, and R. Todd, who were asked to examine the question in all its varied aspects, with particular reference to the views expressed by the Chamber on the occasions of the three previous references made to it in the same or a similar connection.

In their reply, which followed closely the lines of the Sub-Committee's exhaustive and carefully-reasoned report, the Committee at the outset stated that they adhered strongly to the views expressed by the Chamber in 1916 and 1918 when, whilst realising that there were possible advantages in the simultaneous existence of both systems of management, it definitely declared itself in favour of company management in preference to management by the State.

At the same time the Committee had carefully considered the recommendations contained in the Report of the Indian Railway Committee, 1920-1921, and saw nothing therein to cause them in any way to alter their opinion as above

expressed. In the main they were in agreement with the arguments and proposals advanced in paragraphs 248-310 of the Report (Section 3, Chapter VII) and emphasised, particularly, the dangers inherent in any system of State management which were mentioned in paras. 250, 254, 265 and 266. The history of State Railways in other countries seemed to the Committee to prove that the dangers in question were very real and they believed that these considerations should have very special weight in determining the question of railway management in India at that juncture.

The Committee also drew special attention to a further danger for India which was likely to arise out of the general adoption of State management. Recent political developments had increased very considerably the responsibilities of the Central Government, and the burden of work which fell upon its individual members, and the Committee viewed with apprehension the further increase of these responsibilities which an extension of railway management by the State would inevitably involve. Such an extension must react unfavourably not only upon the railways but also upon the general administration of the country.

All of the foregoing considerations appeared to the Committee to apply to the future management of both the East Indian and Great Indian Peninsula Railways and they were, therefore, opposed to the proposal that the management of these railways should be undertaken directly by the State. They emphasised this particularly in the case of the G. I. P. Railway, in the efficient management of which Bombay was especially concerned. Their interest in the E. I. Railway was not so direct and, as regards that railway, Government would no doubt attach greater weight to the views expressed by the commercial and industrial interests of Cal-

cutta. At the same time the Committee felt that the views of this Chamber should be accorded the fullest consideration in view of the importance to Bombay industries of the coal carried by the East Indian Railway.

The question of the particular scheme of company management which should be recommended for adoption was one of great difficulty, but the Committee felt that there was one principle to be borne in mind in reaching a decision on this point, *viz.*, that the company should be freed from all unnecessary Government control. The ideal would, no doubt, be a purely commercial company which should take over the railway as its own property and manage it as such. In view of the very large amount of capital involved, however, the Committee realised that such an ideal was financially impossible of attainment unless the Board of the company, and its control were in London. As, however, it had already been decided that London Boards must cease to exist, Government must remain a shareholder, and a predominating shareholder, for many years to come. But this need not in the Committee's opinion necessarily prevent the company from managing the railway upon lines which would reduce to a minimum the necessity for Government interference and, in effect, cause it only to be exercised through the appointment of directors and legislation concerning rates and matters of public safety.

The Committee were strongly of opinion that the above should be the limit of Government interference, but at the same time they had come to the conclusion that the capital likely to be required by the railways of India would not be forthcoming without some Government guarantee. Although such a guarantee need not necessarily involve an extension of Government control, they realised that, in view

of the amount at stake, it was most unlikely that, in the existing state of politics, Government would be prepared to hand over control of its own capital, and also assume a heavy liability for the capital of others, without intervention of a more direct nature than would necessarily result from its position as a predominating shareholder.

After full consideration the Committee were accordingly of opinion that the management should be entrusted to a company organised somewhat on the lines of the first scheme put forward by the Government of India. The Committee, however, considered that that scheme needed certain modifications and they, therefore, submitted a draft of a scheme (printed below) showing the lines on which they considered that the company should be constituted. The Committee added to their scheme such notes as they thought necessary to explain its various provisions and the circumstances in which they were suggested. They believed that the system which they proposed, while protecting Government interests, would give the company sufficient freedom of action to secure a considerable number of the undoubted advantages of a free proprietary company.

Remarks.	Proposed Scheme.
	(The present undertaking to be purchased by a domiciled company.)
I.—	**I. Constitution—**
(1) There appears to be no reason why the Company should not be given the option of raising capital in England as well as in India.	(1) The Company to be domiciled in India and its capital to be rupee capital, raised either in India or in England.
	(2) The Board of Directors to consist of 10 members of which not less than half shall be Indians.

REMARKS.	PROPOSED SCHEME.
(3) In the case of a Board constituted as proposed in the scheme, the Chamber does not consider it necessary to endue one of the Directors nominated by Government with the power of veto but this may be provided for if required.	(3) Government to nominate five Directors so long as Government are the predominating shareholder and the remaining five to be appointed by the non-Government shareholder.
	(4) The Chairman to be appointed by the Board from amongst their own body and be given a casting vote.
	(5) A General Manager to be appointed by the Board subject to the approval of Government and to attend all meetings of the Board without the power to vote.
11.—	**11. Capitalisation—**
	(1) The present Government share in the undertaking to be capitalised on the basis of 6 or 6½ per cent. as may be arranged between Government and the Company, a full allowance being made for all deferred renewals.
(2) Government thus become an actual shareholder in the Company. An alternative would be to provide for part-payment to be made in the form of debentures.	(2) The equivalent of the capitalised value of Government's portion of the line to be issued in fully paid shares to Government.
(3) If it be considered necessary that Government should remain the preponderating shareholder a limit to the amount of the further capital issued	(3) Further capital as required to be issued to the public by tender, not below par, provided that if it is not taken up by the public, Gov-

REMARKS.	PROPOSED SCHEME.
to the public may be fixed. This, however, seems undesirable and it would probably be better for arrangements to be made whereby the public shall ultimately take over the shares held by Government.	ernment shall have the right to take it up at par.
(4) It is preferable that all issues of share capital should be on the same basis as regards guaranteed and preferential dividends as a series of issues on different terms would probably narrow the market for the shares.	(4) Interest at 4 per cent. per annum to be guaranteed by Government and the non-Government shareholders to be entitled to a further 1 per cent. before any payment shall be made to Government on account of its holding. (5) Debentures to be issued, if deemed fit, on a favourable market.
III.—	**III. Termination—**
(*a*) Although not less than 25 years is suggested, the Chamber considers that 50 years is a more reasonable period as capital sunk in railways fructifies slowly and no Company could embark upon large constructive schemes without security of tenure.	Government to have the right to acquire all the Company's shares at the termination of (*a*) periods of not less than 25 years on 12 months' notice being given, at an agreed valuation based on the average earnings of the undertaking for the three years immediately preceding such periods provided that the repayments value shall not be less than (*b*) the par value. The average earnings in question to be capitalised at ½ per cent. over the Government loan rate for the year in which the purchase is made, that is to
(*b*) It may be advisable, in this connection, also to fix a maximum price.	

REMARKS.	PROPOSED SCHEME.
	say, if the average earnings for the three years be 7¼ per cent. and Government loan rate be 6¼ per cent. taxable, the repayment value of the shares shall be 100 × 7¼=725÷6¼=107·4.
IV.	**IV. Division of Profits—**
	The gross receipts to be disposed of as follows, in the order named :—
	(*a*) Payment of working expenses, including provision for depreciation of capital assets.
	(*b*) Payment to worked lines, if any, on account of any sum due to them under their contract.
	(*c*) Debenture interest.
(*d*) If the profits are insufficient to meet this payment, Government should make good the short fall.	(*d*) Payment of guaranteed interest at 4 per cent. on the Company's capital other than Government's share thereof.
	(*e*) Payment of a further 1 per cent. preferential dividend to non-Government shareholders.
	(*f*) Payment of the balance to Government up to 5 per cent. on Government's paid up shares.
(*g*) The proportions mentioned would, of course, be subject to arrangement in each instance.	(*g*) The balance, if any, remaining to be divisible between Government share holders in the proportion of their respective hold-

Remarks.	Proposed Scheme.
	ings, subject to the condition that Government shall receive ½ of the non-Government shareholders' proportion of any surplus profits there may be after, say 8 per cent. shall have been paid.
	V. Maintenance and Administration.
	(1) Rates and fares to be charged, to be fixed by the Company subject to certain maxima and minima prescribed by Government and subject also to the condition that Government shall retain the right to alter any rate or fare if, in their opinion, it is inequitable or not in the public interest. In the case of a dispute as to the necessity for alteration in any such rate, reference to be made to a Rates Tribunal, whose decision in the matter shall be final.
	(2) The Company to undertake to perform all such services for the conveyance or otherwise of postal, military, police or other departments of Government as they may be required to do, and to give preference to all such traffic if so required. The rates to be charged for the conveyance of such traffic to be subject, in any case of dispute, to decision by a Rates Tribunal.

REMARKS.	PROPOSED SCHEME.
	(3) The Company to undertake to maintain sufficient staff to ensure an efficient service and to have full powers to appoint such staff and to fix their remuneration.
	(4) The Company to be entrusted with powers to purchase all material, rolling stock and plant required for the construction, upkeep, good working and development of the undertaking.
	(5) The Company to prepare and submit each year in advance, for the approval of Government, a budget showing their proposed expenditure, both capital and revenue and their anticipated earnings and subsequently to advise Government of any material alterations that seem likely to occur in their programme.
	(6) The Company to prepare and furnish such accounts as Government may require, and the financial proceedings of the Company to be subject to such Government audit as may be prescribed.
	(7) Government to undertake to acquire such land as may be required from time to time for the purposes of the undertaking.

The Committee felt moreover that, in drafting this scheme, they had provided for as much protection of Government

interests as was necessary without imposing too strict a control. In the event, however, of Government deciding that a more rigid control must be imposed on the Company, the advantages of Company management would become somewhat problematical, particularly if the existence of the Company was likely to cause political feeling strong enough to give a sense of insecurity to the shareholders.

Whilst adhering strongly to their previously expressed opinions the Committee, however, urged upon Government that, in the event of political considerations making State management essential, every possible step should be taken to prevent the railways becoming a pawn in the political game. To guard against that danger it would probably be best to hand over, as a tentative measure, the management of the railway undertakings to a Board of Trustees constituted upon the lines of the several bodies controlling the interests of the major ports, in which event the Committee would no doubt be afforded an opportunity of expressing their opinion on the constitution and powers of such Boards. In the meantime, and as a matter of principle, the Committee urged that these Boards should be given the fullest powers to manage the railways as seemed to them best and, in particular, that Government's interference with the appointment and remuneration of the railway employees should be reduced to the absolute minimum as in this direction lay some of the greatest dangers to be apprehended in the political future of India.

At a later date the Committee were informed by the Chamber's representative on the Council of State, the Hon'ble Sir Arthur Froom, that, as foreshadowed in the Railway Board's letter, the Advisory Council had been consulted on this question and by a majority had declared itself in favour of the

adoption of the system of direct State management, the only members of the Council dissenting from the decision being the Hon'ble Sir Alexander Murray, the Hon'ble Sir Dinshaw Wacha, Sir Montagu Webb and the Hon'ble Sir Arthur Froom himself. The final decision accordingly rests now with the Legislative Assembly before whom the question will presumably be brought at an early date.

As a matter of interest in the foregoing connection it may be mentioned that at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held in Calcutta in January 1922 this Chamber's representative voted in favour of the adoption of the following resolution which was passed unanimously :—

> "This Association strongly urges the Government of India to take action without delay upon the recommendation of the Railway Committee 1920-21 'that the money required to put the existing railways into proper shape, should be raised even at to-day's prices as fast as it can be economically spent.'
>
> "This Association also endorses the recommendation of five members of the Railway Committee, namely, 'that the system of State and Company management should be continued and that Government should not be committed to a policy of State management only for all railways.'

Again at their fourth Annual General Meeting on the 8th and 9th January 1923 the Associated Chambers re-affirmed their previous resolution in the following terms :—

> "This Association re-affirms the resolution in this connection passed at the annual meeting of the

Association in January 1922; and, in view of the proved disadvantages, in almost all countries where it has been adopted, of the system of State Railway management, and the growing tendency to revert to a company-managed basis, the Association strongly recommends that those railways in India which are now managed by Companies should continue to be under Company management, and should not be transferred to the direct management of the State."
(*Appendix* L-1.)

BOMBAY-SIND CONNECTION RAILWAY.

(*See Reports*, 1906, *pp.* 44, 271; 1907, *page* 31; 1908, *page* 43.)

The Engineer-in-Chief of the Bombay-Sind Connection Railway Survey in March 1922 informed the Committee that certain developments had re-opened the question of a Bombay-Sind railway connection. It was apparent, he said, that the important factor that would decide whether such a railway connection was a practical proposition, or not, was the estimate of through traffic that such a line would carry. The proposed route for this broad-gauge connection would not only abolish double transhipment between broad-gauge and metre-gauge, but would reduce through distances.

The distance from Ahmedabad to Hyderabad (Sind), at present 571 miles, would be reduced to between 372 miles and 442 miles, and from Bombay to Karachi, at present 992 miles, would be reduced to between 792 miles and 862 miles. It was pointed out that the shorter through route involved a longer length of construction and greater capital expenditure, and the eventual choice would partially depend on the volume of the estimated traffic.

The Engineer-in-Chief asked for the opinion of the Chamber on the following points :—

(*a*) The proportion of existing sea-carried trade between Bombay and Karachi that such a through railway connection might be expected to capture and carry within three years of its opening ;

(*b*) the anticipated nature of such trade ;

(*c*) the submission of separate figures for the longer and shorter through routes, with an opinion as to the effect of the extra length on the volume of through trade.

The Committee, in the first instance, asked the Engineer-in-Chief to supply them with a route map showing the alignments of the routes referred to by him.

In reply the Engineer-in-Chief stated that the routes in question had not reached the point at which he could say that any alignment was definite. He had given the apparent limits of distances according to the various possible routes through Ahmedabad and Hyderabad (Sind). One or other limit was likely, but routes in between these limits had to be investigated and a Traffic Officer was at the moment investigating local traffic questions. He was unable, therefore, to furnish the Chamber with a sketch, but pointed out that as the points referred to by him were connected with through trade only, it was the distances which he had given that affected those points, the actual alignment of the route being of no consequence.

In submitting to the Engineer-in-Chief an expression of their opinion with regard to the possibilities of the proposed new routes the Committee, in the first instance, assumed whichever route was finally decided upon, it was not the inter-

tion of the Railway Board to embark upon its construction at any rate in the near future as they felt that the existing state of Government's revenues did not permit of any portion of the available funds being diverted to new schemes so long as the efficiency of the existing systems still left so much to be desired.

Subject to the foregoing proviso, however, the Committee were in favour of the construction of a through broad-gauge connection between Bombay and Sind upon general grounds, but the enquiries which they had made in Bombay disclosed the fact that, in the opinion of those best able to judge, the proportion of the existing traffic which was likely to be diverted to either of the proposed new routes was negligible. Any great advantages likely to be derived from the construction of the lines in question would accordingly appear to be confined to the travelling public and the postal authorities, to whom the reduction in the transit time between Bombay and Karachi would undoubtedly be in the nature of a benefit.

The reasons which had led the Committee to arrive at the above conclusions were mainly the fact that the existing traffic between the two principal centres as a whole was not large, while the cheapness of the sea freight and the comparatively unproductive nature of the areas which the new line would serve were additional factors of decisive importance in estimating the extent to which the undertaking was likely to become a profitable one.

As far as the Committee could ascertain, the only article produced in Sind in sufficient quantities to merit consideration was cotton while the bulk of the exports from Bombay to markets north of Hyderabad consisted of Indian piece-goods. With regard to the former commodity the Committee under-

stood that most of the cotton produced in Sind was exported to foreign countries direct from Karachi and the amount exported direct to Bombay was so small as not to render the new line of much service in that connection.

The majority of Indian piece-goods exported from Bombay to Karachi, and thence to the Sind, Baluchistan, Punjab and the North-Western Frontier market, was carried for the first part of the journey by sea and afterwards over the North-Western Railway, and a comparison between the freight rates for the existing route and the proposed new all-rail routes revealed the fact that, even after allowing for the proposed reduction of 200 miles in the rail mileage, there still remained a very appreciable margin in favour of the existing part-sea part-rail route.

In acknowledging receipt of the Chamber's letter the Engineer-in-Chief stated that as Government had published the fact that there would be no capital expenditure on new lines for five years, the budget provision being Rs. 30 crores a year for existing lines or lines already under construction, it might be assumed that the Bombay-Sind connection line would not be constructed for at least 5 years and presumably not until the Sukkur Barrage scheme was in hand. Various competing branch line proposals had been submitted to the Railway Board and the latter felt that it was necessary to decide the through route before these could be dealt with.

The Engineer-in-Chief also submitted the following particulars with regard to the Sukkur Barrage scheme which, it was stated, might be of use to the Chamber in giving figures of possible traffic.

The main area affected by the scheme might be taken as north of a line running east and west through Hyderabad

(Sind) with an average railway lead of one hundred miles from Hyderabad. This meant an average railway lead to Karachi of 210 miles, to Ahmedabad by the existing route of 671 miles with transhipment from broad-gauge to metre-gauge, and an average railway lead by the proposed Bombay-Sind Railway to Ahmedabad, without transhipment, of between 472 and 542 miles.

In the area affected, which excluded the Fuleli Canal, estimated quantities available at the moment for export and likely to be available after thirty years were as follows :—

Available for export at the moment from the District on average :—

Cotton	52,000	Tons.
Rice	90,000	,,
Wheat and Barley ..	21,000	,,
Oil seeds	8,000	,,

Available in 30 years after completion of the Sukkur Barrage :—

Cotton	195,000	Tons.
Rice	227,000	,,
Wheat and Barley ..	823,000	,,
Oil seeds	91,000	,,

From these figures it would be seen that, as regards any material from the Sukkur Barrage that Bombay might absorb, it was not a case of comparing railway freight with sea freight between Karachi and Bombay, but of comparing railway freight for between an average lead of 782 and 852 miles from the Sukkur Barrage Canals, with an average lead of 210 miles plus sea freight from Karachi to Bombay, transhipment and landing charges.

The Engineer-in-Chief stated that he did not know how a railway lead of between 782 and 852 miles compared with the distance from which Bombay at the moment imported cotton for manufacture and food, but he understood that in the past such items were imported from greater distances, and that for this reason Bombay might subsequently obtain them from the Sukkur Barrage District.

He considered that it was of the utmost importance that figures of estimated traffic should be obtained from sources that were authoritative ; without such figures there appeared little likelihood that the proposed line would ever be built. He, therefore, desired that the case might be reconsidered in the light of the extra information given above and that figures of probable traffic might be given to him.

In thanking the Engineer-in-Chief for the additional information supplied by him the Committee stated that they regretted that they were not in a position at the present juncture to supplement the information given in their previous letter ; at the same time they added that if the matter were referred to them again at a later stage they would endeavour to undertake any further enquiries that might be practicable. (*Appendix* L-2.)

CLOSING OF VICTORIA TERMINUS GOODS DEPOT.

On the 1st of May 1922 the General Traffic Manager, G. I. P. Railway, informed the Chamber that it had been decided not to deal with any goods traffic at Victoria Terminus Goods Depot on and from the 1st June 1922 and that on and from that date goods traffic hitherto dealt with at the Victoria Terminus Goods Depot would be dealt with at Wadi Bunder. The above restriction, it was pointed out, referred to booking both from and to Victoria Terminus.

THE G. I. P. RAILWAY.

From the 1st November, an important change was made in the organisation of the Great Indian Peninsula Railway, the Traffic and Locomotive Departments being replaced by :—

(*a*) A Transportation Department which will be responsible for the running of trains and the carriage of traffic of all kinds having under its control all engines except those undergoing heavy repairs.

(*b*) A Commercial Department which will be responsible for securing, charging for, loading, despatching, unloading and delivering goods and parcels and securing and charging for passengers.

(*c*) A Mechanical Department which will be responsible for the design, construction and heavy repairs of engines, the provision of electricity ; and the provision, structural alteration and heavy repairs of pumping plant.

The appointments of General Traffic Manager and Locomotive Superintendent were accordingly abolished and the heads of the new departments are now known as Chief Transportation Superintendent, Chief Traffic Manager and Chief Mechanical Engineer.

In the past the General Traffic Manager and his officers were responsible for both commercial and transportation duties. The Chief Traffic Manager and the officers attached to his department are now relieved of all transportation duties and are able to devote themselves entirely to keeping in close touch with the public, acting in a sense as its special advocates with regard to the supply of wagons, provision of facilities, prompt settlement of claims and granting of refunds.

The Chief Transportation Superintendent as stated above is responsible for the moving of traffic of all descriptions, and has under his direct control the means of moving it, namely, engine power—an extremely important matter. Passenger arrangements generally are in his hands; but passenger rates, fares and refunds are arranged by the Commercial Department.

A re-arrangement of officers up-country has been necessitated. Under the old arrangements the District Traffic Superintendent dealt with both transportation and commercial work, but from the 1st November 1922 each department is separately represented.

The reorganization, it is expected, will result in more attention being given to public requirements and render the operation of the railway more economical.

RAILWAY RISK NOTES.

Proposed Revision.

(*See Report* 1920, *Vol. I*, *p.* 117; 1921, *Vol. I*, *p.* 110.)

On the 9th March 1922 the following Resolution was adopted by the Legislative Assembly:—

> "This Assembly recommends to the Governor-General in Council to appoint a Committee of officials and non-officials, with a majority of Indian non-officials, to consider the revision of railway risk notes."

In pursuance of the terms of this Resolution the Government of India appointed a Committee, consisting of the gentlemen named below, to consider the question of the

revision of railway risk notes and to submit a report in due course :—

(1) Mr. T. V. Seshagiri Ayyar, M.L.A., Chairman.
(2) Rao Bahadur C. S. Subramanyam, M.L.A.
(3) Mr. Munmohandas Ramji, M.L.A.
(4) Mr. A. M. Clark, Member, Railway Board.
(5) Mr. C. V. Bliss, C.I.E., Secretary, Indian Railway Conference Association.

As a preliminary of their deliberations the above Committee decided to invite the opinion of the Local Governments and Administrations, Railways, Chambers of Commerce and other public bodies who might be interested in this question, on the form, construction and application in practice of the risk notes in use at the moment.

The Chamber was accordingly addressed by the Railway Board, who stated that, while it was the intention of the Risk Notes Revision Committee to review all the existing forms of railway risk notes, representations which had been received by the Government of India from time to time in connection with this matter had been concerned principally with the following points and they requested that these points might receive special consideration :—

(i) Whether the principle of throwing the onus of proof on the consignor in a claim for compensation arising out of the loss of goods entrusted to a Railway Administration for carriage required modification. (This referred specially to the terms of Risk Note forms B & H.)

(ii) Whether the words "Loss, destruction or deterioration" used in the risk-note forms should be

altered or added to or defined in such a manner as to secure for the consignor the right to compensation (for loss of the whole or part of the consignment)for the above arising from the wilful neglect or criminal acts of the servants of the Railway Administration.

In replying to the Railway Board the Committee stated that it was almost universally accepted by the trading community that, in the case of a claim for compensation arising out of the loss of goods entrusted to a railway administration for carriage, the onus of proof was upon the consignor. The Committee, however, considered that the legal aspect of this very controversial question did not altogether bear out this generally accepted view of the case and, in support of their contention in that connection, they cited Sections 151, 152 and 161 of the Indian Contract Act IX of 1872, which, in accordance with the provisions of Section 72 of the Indian Railway Act, IX of 1890, prescribed the responsibility of a railway administration in such circumstances :—

"*Section* 151.—In all cases of bailment the bailee is bound to take as much care of the goods bailed to him as a man of ordinary prudence would, under similar circumstances, take of his own goods of the same bulk, quality and value as the goods bailed."

"*Section* 152.—The bailee, in the absence of any special contract, is not responsible for the loss, destruction or deterioration of the thing bailed if he has taken the amount of care of it described in Section 151."

"*Section* 161.—If, by the fault of the bailee, the goods are not returned, delivered or tendered at the proper time, he is responsible to the bailer for any loss, destruction or deterioration of the goods from that time."

Having regard to the foregoing considerations, the Committee were of opinion that it was logical to contend that the onus of proof in the first instance was upon the bailer to show that the goods were despatched in an undamaged condition, and that such onus was subsequently transferred to the bailee to show that he exercised the proper care required by the provisions of Section 151. Once a Railway Receipt had been granted without any remarks, that fact alone was a proof that the goods had been tendered in the required condition, and, therefore, the onus of proof that it was otherwise should lie with the railway administration. Accordingly the Committee considered that, in the light of the sections above quoted, it was neither legal nor equitable for the railway administrations to take up the attitude that they generally did with regard to railway risk notes.

The Committee pointed out, however, that if the Railway Risk Notes Revision Committee took the view that they were unable to accept the Committee's contention, it was only right and just that the carrier should assume the responsibility of the burden of proof, for in the nature of things it was virtually impossible for the consignor to be in a position legally to prove wilful neglect on the part of the administration.

Accordingly the Committee were of opinion that Risk Notes B. & H. should be altered and the whole of the end of the notes from the words. . . . "due either to

the wilful neglect. . . . accident" should be deleted and the notes be modified to read—

"except for the loss, from any cause whatever, of a complete consignment or of one or more complete packages forming part of a consignment."

The Report of the Railway Risk Notes Revision Committee was issued during September 1922, and consists of a short report, specimens of risk notes advocated by the Committee, copies of the existing risk notes, copy of the letter that was sent to numerous public bodies and firms who were asked to give evidence before the Committee, and finally copies of the replies to that letter.

On the question of the general nature of the responsibility of a Railway Company for goods accepted for transit, the Railway Risk Note Committee took a view similar to that put forward by this Chamber, namely, that their responsibility was limited to taking as much care of the goods booked to them as a man of ordinary prudence would, in similar circumstances, take of his own goods of the same bulk, quantity and value as the goods bailed.

The Committee's views concerning the revision of the different risk notes may be summarised as follows:—

They recommended that with regard to—

Risk Note 'A', that the form should be amplified to make railways liable for loss, damage, etc. upon proof that such loss was due to misconduct on the part of their servants.

Risk Notes 'B', 'H', 'D', and 'C', that the forms should be so modified that in cases of non-delivery or pilferage of goods from consignments

properly packed, railways should be required to lead evidence to show how the goods were dealt with while in their possession or control. The Committee also recommended a modification of the forms which would obviate the necessity for taking form 'A' in conjunction with form 'B'.

Risk Notes 'C' 'E' 'F' 'X' and 'Y', that these forms should be left unchanged.

The Risk Note Committee also recommended that, before any further packing conditions were adopted by the railway companies, the senior Chambers of Commerce should first be given an opportunity of expressing their opinions thereon. (*Appendix* L-3.)

DAMAGE BY FIRE TO GOODS IN TRANSIT BY RAIL.

(*See Report* 1912, *pp.* 65 *and* 464.)

In October 1922, a member brought to the notice of the Committee a case in which 75 bales of cotton despatched at owner's risk from Ujjain to Gokak Road Station on 21st February 1922 were destroyed by fire.

It appeared from the facts placed before the Committee that the cotton in question was burnt, somewhere between Bhopal and Bhairagarh, on the 22nd February 1922. The first intimation received by the member in connection with the destruction of the cotton by fire was contained in a letter from the Railway, dated 28th July 1922, *i.e.*, five months after the event, and the reason given by the railway for the delay was, that, on account of some telegraphic irregularity, a message to that effect was not received in the

Head Station or at the Forwarding or Receiving Stations, although such message was duly issued by the Station Master at Bhairagarh.

The member further asserted that, owing to this delay, a loss had been incurred by them of Rs. 3,648, being the difference between Rs. 290 per candy (the rate for this cotton on the date of the fire) and Rs. 386 per candy, the rate on the day that they received advice of the fire, which date was the earliest opportunity they had of replacing the cotton.

Moreover, the consignees instituted enquiries as to the reason for the non-arrival of the consignment on the 28th April 1922, in a letter to the Station Master, Gokak Road, and considerable correspondence took place between the consignees and the M. & S. M. Railway and also between the member and the Deputy Traffic Manager of the G. I. P. Railway, Bombay; but it was not until the 28th July 1922 that the latter officer finally informed the member that the cotton in question had been destroyed by fire on the 22nd February 1922.

In addressing the Agent of the G. I. P. Railway in the matter, the Committee referred him to a very similar case which took place on that railway in 1912 (see Chambe'sr report for 1912, pages 65 and 464) as a sequel to which the Chamber was informed that an arrangement had been made whereby in future the consignee would be advised by the General Traffic Manager, direct, of any loss of, or damage to, a consignment of goods due to fire.

The Committee added that they were fully aware that the railway administration was under no statutory obligation to inform consignees of fires within any specified period and

further, they realised that, had enquiries been instituted, either by the consignors or consignees, at an earlier date than the 28th April 1922, the fate of the shipment in question might possibly have been ascertained at an earlier date than was actually the case. Nevertheless, the Committee submitted for the earnest consideration of the Agent of the G. I. P. Railway, their opinion that the moral responsibility for the loss which the member stated they had incurred must undoubtedly be laid upon the G. I. P. Railway. The Committee were convinced that in the light of all the circumstances connected with the incident, the Agent would agree that the moral responsibility of the railway should be acknowledged in such a manner as might seem adequate to him, having regard to the circumstances cited. The Committee also felt that it was equally certain that the Agent would readily appreciate the fact that such incidents, if dealt with strictly in accordance with the terms of the risk note, were not in the best interest of trade ; and also that the position as between the railways and the trading public, which must in the nature of things be more or less irreconcilable, was rendered more so unless cases such as the one cited above were approached from a liberal view-point. Finally the Committee desired the Agent to inform them at a very early date whether the G. I. P. Railway were persisting in their attitude of refusing to accept responsibility in the case under reference.

The Agent of the G. I. P. Railway in replying to the Chamber stated that it was true that the administration, as a matter of convenience to the trade, had made a practice of advising consignees in cases of loss by fire, and it was also unfortunately true that in this particular instance the machinery for advising consignees had broken down ; but

he could not admit that thereby the G. I. P. Railway was either morally or legally liable to pay compensation for any loss which might have been incurred. Further he regretted that he could not in any circumstances accept the doctrine of moral liability. Were the operations of the G. I. P. Railway carried on under conditions where it might be reasonably assumed that claims were put forward in good faith in the large majority of cases it might be otherwise; but a full application of the doctrine put forward by the Chamber would, he contended, lead to a large increase in the sums paid by the railway in meeting spurious claims based on moral grounds, and that sum must perforce be passed on to the mercantile community in the form of increased rates.

The Agent further stated that the Committee of the Chamber would, he felt sure, recognise that to make a special exception in the case of one of their members which might set up a precedent liable to abuse was not in the best interests either of the Chamber in particular or trade in general.

He added that the Traffic Department of the railway had issued instructions drawing attention to the fact that it was important that consignees and consignors should have early notice of the destruction of consignments by fire; and it was hoped that in the future, as in the past, such advice would be sent almost without exception. (*Appendix* L-4).

ALLOTMENT OF RAILWAY WAGONS FOR MANGANESE TRAFFIC.

The Bombay Port Trust in June 1922 forwarded to the Chamber copies of correspondence that had passed between the Trustees, the G.I.P. Railway and the Director of Wagon

Interchange in regard to the adverse effect on the manganese ore export trade of the port caused by the serious shortage in the number of wagons supplied by the Bengal Nagpur Railway for this class of traffic to Bombay.

From enquiries made by the Committee it appeared that the stocks of manganese ore in Bombay were very small and shippers complained that the Bengal Nagpur Railway would not supply wagons to enable more ore to be railed to Bombay although wagons were being supplied freely for Calcutta traffic. As Bombay exporters had shipping commitments which had to be fulfilled at an early date, the Committee wired to the Railway Board requesting them to take steps to ensure that Bombay was given a fair share of the available wagons. A copy of their telegram was also sent to the Department of Commerce.

In writing to the Railway Board confirming the despatch of the above telegram the Committee emphasized the fact that the position was a very serious one as both the stocks in Bombay and the receipts into Bombay of manganese ore were practically negligible at the moment. In this connection the Committee stated that they were advised that the Bengal Nagpur Railway, on which the traffic originated, whilst loading manganese ore freely to Calcutta, was apportioning no wagons for its transportation to Bombay, the reason being, they understood, that the railway in question loaded wagons handed over by the G.I.P. Railway at Nagpur *en route* for the Bengal coal-fields for Kidderpore Docks and worked them back, on release at the docks, to the coal fields for the coal traffic.

In the circumstances the Committee submitted that the issue at stake was not merely the possible loss to Bombay

of the trade to the consequent advantage of the trade of Calcutta but the larger question of the effect upon the trade of the country as a whole because the facilities of Calcutta were limited and if supplies were not forthcoming immediately in adequate quantities the competition which had to be faced in the world's markets from West Africa and other countries would inevitably result in the loss to India of her share in the trade as a whole.

Subsequently a reply was received from the Railway Board to the effect that they understood that the position was much improved, that despatching firms in the Central Provinces were being given the option of loading for Bombay or Calcutta and that the Bengal Nagpur Railway were taking over a number of G.I.P. Railway high capacity bogie wagons for back loading manganese ore to Bombay. The Railway Board trusted that these measures would serve to allay the anxiety of exporters with regard to their commitments.

At the same time the Chamber was asked by the Consul for France in Bombay to issue a certificate to the effect that owing to the strikes on the G.I.P. and East India Railways the despatch of manganese ore to Bombay was retarded between April and June 1922.

The Committee, however, felt that they were not in a position to grant such a certificate, but in replying to the French Consul to this effect they affirmed the following facts :—

(*a*) There was no strike on the Great Indian Peninsula Railway during the period April to June 1922.

(*b*) There was a strike on the E.I. Railway which commenced on the 2nd February 1922 and terminated on the 16th April 1922 ; and

(*c*) Receipts of manganese ore into Bombay *via* the G.I.P. Railway during the months of March to June inclusive, were as follows :—

March, 1922	..	..	..	16,959	tons.
April	,,	..	..	16,569	,,
May	,,	..	..	6,491	,,
June	,,	..	..	24,766	,,

In the above connection, however, a firm in Calcutta on whose behalf the Consul for France had originally addressed the Chamber, informed the Committee that the information supplied to the Consul was not sufficient for their purpose and what they actually required was a certificate to the effect that during the months April and May 1922 the supply of wagons for the transport of manganese ore from the Central Provinces to Bombay was inadequate owing to the failure of the Bengal-Nagpur Railway, on which the traffic originated, to allot sufficient wagons for such traffic and that in consequence firms engaged in the trade were unable, in many instances, to fulfil their freight engagements in Bombay.

In replying the Committee stated that from the correspondence in their possession, and more particularly from the action which the Bombay Port Trust and this Chamber found it necessary subsequently to take in the matter, they were in a position to endorse the foregoing statement as being to the best of their knowledge and belief an accurate description of the position in regard to the manganese export trade of the port during the period in question. They accordingly furnished the firm with the following certificate:—

"This is to certify that during the months of April and May 1922 considerable difficulty was experienced by companies desiring to rail manganese ore from the Central Provinces to Bombay owing to the

serious shortage of wagon supplies by the Bengal-Nagpur Railway for that class of traffic to Bombay and that, as a result many and serious complaints were received from shipping companies and firms engaged in the trade to the effect that the latter were unable, in many instances, to fulfil their freight engagements in Bombay during the period in question."

The Committee took the opportunity afforded them on the occasion of the visit of Mr. A.M. Clark, Member of the Railway Board, (q.v.) to discuss the above question with him. The Committee pointed out that the failure of the railway administrations concerned to allot an adequate supply of wagons for the transport of manganese ore from up-country to Bombay during the period December to June, when the situation was as a rule most acute, had become an annual occurrence.

Mr. Clark, however, after explaining at some length the position in the above regard stated that he could not hold out any hope of a material improvement in the situation, so far as the period in question was concerned, until after the completion of the five years' railway programme which had recently been sanctioned and he again emphasized the desirability of accumulating stocks against cold weather shipments while the wagon supply remained, as at present, equal to the demand. (*Appendix* L-5).

WAGON DISTRIBUTION IN THE COAL-FIELDS.

(*See Reports* 1920, *Vol. I, p.* 120, *Vol. II, p.* 490; 1921, *p.* 113.)

The Associated Chambers of Commerce of India and Ceylon, towards the end of August 1922, forwarded to this Cham-

ber a copy of a letter that they had received from the Bengal Chamber of Commerce with reference to a provisional scheme for wagon distribution in the coal-fields. The scheme was the outcome of a meeting held in Calcutta on the 7th July 1922 attended by representatives of all the various interests concerned whereat it was decided to re-introduce the rake system of wagon supply for the carriage of coal in substitution of the existing X class system, for a period of three months, requirements being graded in the order of reference indicated in the scheme. The actual scheme of distribution would, it was stated, be as follows :—

Preferential supplies would be given on account of :—

(1) Locomotive coal for Home and Foreign Railways (Supplies on this account would be given on a colliery's "Full Basis", subject, for the present, to a limit of an average of 650 wagons a day for Foreign Railways' Loco coal, which was arranged by the Mining Engineer, Railway Board. This figure represented the Mining Engineer's requirements on purely Loco coal account.)

(2) "Special Supplies," which would include supplies for Messrs. Tata's Iron & Steel Works, Messrs. The Bengal Iron Works at Kulti, Messrs. The Indian Iron and Steel Works at Burnpore, Messrs. The Cape Copper Company at Galudih, Electric Light Companies, Tramways, Gas Companies, Water Companies, Mints, Arsenals, Rifle, Shell and Gun Carriage Factories, and such other military requirements as were ordered by the Government of India, Ice Factories, Light Railways, Inland Steamers, Irrigation Works and Hospitals. ("Special Supplies" would be authorised by the

Coal Transportation Officer up to the limit of the "Transport Capacity Basis" of the supplying colliery.)

The balance of the wagons available after meeting (1) and (2) above would be distributed "Pro Rata on Transport Capacity Basis" preference being given to rakes and half rakes which would be authorised by the Coal Transportation Officer and treated as "Advance Cumulative Supplies."

"Pro Rata on Transport Capacity Basis" was, it was understood, meant to be an allotment of wagons which would be fixed daily by the District Allotment Officer for each colliery in his district. "Advance Cumulative Supplies" were meant to be supplies in rakes and half rakes which were given in advance to a colliery on the authority of the Coal Transportation Officer and which would have to be equalised.

In replying to the Associated Chambers of Commerce the Committee stated that they were in agreement with the suggestion that the scheme should be given a trial at any rate for three months as they believed it was likely to lead to economy in the use of wagons and transport facilities generally. (*Appendix* **L-6**).

CONCESSION IN RAILWAY FARES FOR COMMERCIAL TRAVELLERS ON M. & S. M. RAILWAY.

The General Traffic Manager of the Madras and Southern Mahratta Railway in August 1922 informed the Chamber that he had under consideration the introduction, for journeys over the M. & S. M. Railway system only, of a reduced first class fare to a representative of a firm travelling on the busi-

ness of that firm. It was stated that first class fares were charged on the following basis :—

For the first 300 miles	..	.. 30 pies per mile.
Plus for distances beyond	..	18 „ „ „

and it was understood that a number of journeys made by representatives of firms were short journeys below 300 miles and therefore fares at 30 pies per mile were paid at the moment. Briefly the proposal was to treat a number of small journeys as one of 3,000 miles to be performed in six months.

The total fare payable for 3,000 miles for short journeys of less than 300 miles at 30 pies per mile amounted to Rs. 468-12-0. The fare under the proposal would be Rs. 300 or Re. 1 for every 10 miles of journey. The General Traffic Manager added, however, that unless he received assurances that these tickets would be purchased in sufficient numbers he did not intend to proceed further with the proposals.

At a later date the General Traffic Manager stated that there would be no objection to the coupons being used by 4 members of a firm but it would be necessary that the names of these members should be given at the time the coupon was purchased. It would not be possible to ask other Railways to join in the arrangement as the 3,000 miles must be travelled over the M. & S. M. Railway.

The Committee of the Chamber were of opinion that the principle underlying the proposal was deserving of whole hearted support and they consequently brought it to the notice of all members of the Chamber and requested those who were likely to be materially interested to advise them accordingly.

Only 15 members, however, responded to the Committee's request and in sending the General Traffic Manager copies of the replies received the Committee stated that owing to the fact that only a few members had replied they felt diffident in expressing on behalf of the members of the Chamber any considered opinion as to the extent to which firms in Bombay were likely to avail themselves of the concession. (*Appendix* L-7).

INLAND TELEGRAPH FORMS.

In March 1922 a member of the Chamber drew the attention of the Committee to the inland telegraph form in use at the Calcutta Central Telegraph Office. This form had a perforated receipt attached to it and the member stated that an immense saving of time was effected in the despatch of messages and it was also very convenient to have a receipt that could be definitely identified with each message.

On enquiry the Committee ascertained that the form in question was used in connection with the National Cash Registers which were in use in Calcutta and which were shortly to be installed in the Bombay Central Telegraph Office. As this system appeared to the Committee to be a considerable improvement upon the one in vogue in Bombay they enquired of the Postmaster General, Bombay Circle, as to when it was proposed to instal the instruments in the Bombay Central Telegraph Office.

In reply the Postmaster General stated that orders had already been issued for the installation of three National Cash Registers in the Bombay Central Telegraph Office and it was hoped that the new machines would be in working order in the course of a few days.

Subsequently on the 18th May 1922 a notification was issued by the Telegraph Department to the effect that such registers would be brought into use at the public counter of the Central Telegraph Office on the 24th of May 1922 for the issue of receipts to senders of telegrams who had no deposits and paid for the same in cash. This, it was stated, would obviate the need for stamping telegrams and expedite work at the counters. Special telegram forms would be issued to senders on application. (*Appendix* **M-1**).

INTERNATIONAL CONFERENCE ON ELECTRICAL COMMUNICATIONS.

The Director-General of Posts and Telegraphs early in September 1922 informed the Chamber that the next International Conference on Electrical Communications would very probably be held at Paris in the Spring of 1923, and enquired whether the Committee desired any matters regarding the regulations applicable to foreign telegrams, including those sent by radio, to be considered by Government. In this connection the Director-General requested that the views of the Chamber on the question of triple rate foreign messages might be included in the Chamber's communication.

In replying to the Director-General of Posts and Telegraphs the Committee stated that they were of opinion that, in the case of deferred foreign telegrams, the following restrictions should be removed as they were not enforced in the case of foreign telegrams sent at ordinary rates :—

(*a*) The compulsory use of the service abbreviations L.C.F., L.C.O., L.C.D. and their inclusion in the list of chargeable indications. (If their retention was considered necessary they should be transmitted free of charge.)

(*b*) The admission of figure groups only as a temporary measure and even then not in the case of telegrams for Austria, Belgium, Bolivia, Denmark, Germany, Hungary, Punta-Arenas, Siam, Spain, Sweden, Switzerland, United States of America and places served by or *via* North Atlantic Cables and wireless offices in Peru and Yugo-Slavia. (The Committee considered that figures should be accepted in the text of deferred telegrams, as a permanent measure, by all countries between which such telegram were exchanged.)

(*c*) The charges made for each letter in commercial terms such as fob, cif, etc. and commercial marks, such as AP-M, GHF. (The Committee considered that the same concessions should be allowed in this respect as in the case of telegrams sent at ordinary rates.

With regard to the Director-General's request that the Committee's views on the subject of triple rate foreign telegrams might also be communicated to him the Committee submitted their views on the lines of the letter addressed by them to the Associated Chambers of Commerce on the same subject, *q.v. page* 195 (*Appendix* **M-2**).

THE TELEGRAPH SERVICES AND WIRELESS TELEGRAPHY.

The Associated Chambers of Commerce of India and Ceylon in April 1922 forwarded to this Chamber for information and an expression of opinion thereon a copy of a memorandum by the Marconi Company urging the necessity for the establish-

ment by private enterprise of reliable wireless communication between the principal points of the British Empire.

A copy of the report of the discussion at the Annual General Meeting of the Associated Chambers in January 1922 on the subject of cable communications was also forwarded for information. The following are the resolutions on this subject which were adopted at the Annual General Meeting in question :—

(1) With reference to the resolution adopted by this Association in Annual Meeting on the 25th January 1921, it is noted with regret that very little further improvement has taken place during the past year in the cable service between India and the United Kingdom which is still very far from the pre-war standard and that the express rates have not yet been abolished. This Association, therefore, urges upon the Government of India the necessity for more speedy action being taken to get the cable service back to normal.

(2) This Association has further to call attention to the large number of mutilations in cables and requests that steps be taken to enquire into the reason for these and for their avoidance.

(3) This Association has also to call attention to the delays experienced in connection with inland telegrams and to request that the service may be speeded up.

(4) This Association desires to urge the Government of India to make more extended use of the facilities afforded by wireless telegraphy to relieve the congestion of cable traffic.

In replying to the Associated Chambers the Committee stated that they were in general agreement with the views expressed by the speakers during the course of the discussion on the above subject at the Annual General Meeting of the Association, particularly in regard to the inadequacy of the existing cable service, but that they hoped that the opening in the near future of the alternative route would improve matters in that direction.

In the meantime, however, the Committee were strongly of opinion that every possible means should be employed to improve the existing service, including the provision by private enterprise of an efficient system of wireless communication between India and the United Kingdom

Subsequently the Committee received from the Associated Chambers a copy of the reply which the latter had received from the Government of India in connection with the resolutions adopted at the annual general meeting. In their letter the Government of India stated that, as regards the first resolution, the speedy restoration of the cable service to its pre-war standard had been kept steadily in view. It had to be borne in mind, however, that before the war the Indo-European Company's lines afforded an alternative route and until that route was re-opened it was scarcely reasonable to expect that traffic to and from the United Kingdom would be disposed of with the same speed as formerly. Again, during the war, the Eastern Telegraph Company were not able to give proper attention to the upkeep of their cables, and since the termination of the war the carrying out of the necessary repairs had caused dislocation of traffic. As far as the Government of India were aware the Company had been doing their best under difficult circumstances and, as the following figures of delays on

ordinary telegrams would show, a great improvement had already been effected in the service :—

	Bombay-London	London-Bombay.
	Hours.	*Hours.*
In June 1921	95	93
In February 1922	25½	32
At the time of writing ..	8	8

It was considered that the existing service was not unsatisfactory so far as transit time was concerned, and a further reduction in this respect was expected when the Aden-Seychelles-Colombo cable had been laid and the Aden-Suez cable duplexed.

With reference to the second resolution the Government of India stated that congestion on the cables and their deterioration during the war might partly account for the increase in mutilations in foreign telegrams. At the same time, it would be unfair to attribute all such mutilations to the cable companies as a foreign message was handled by more than one Telegraph Administration. So far as India was concerned, there were no definite statistics available to show that the number of mutilations had increased disproportionately to the volume of the traffic, but steps had been taken to raise the standard of signalling and supervision in India, while the general improvement of the service had continued to be an object of close attention. According to the records maintained in the Office of the Director-General of Posts and Telegraphs, a reduction had taken place in the number of paid service advices issued for repetitions, etc., as well as in the number of complaints, although the traffic last year increased. This afforded some ground for supposing that the number of mutilations was decreasing.

As to the third resolution the Government of India observed that the delay-reports maintained by the Director-General of Posts and Telegraphs showed that there had recently been an acceleration in the disposal of inland telegraph traffic, due to the introduction of improved methods of high-speed working between the main traffic centres and to the adoption of new high-speed apparatus for the services between Rangoon and Calcutta and between Madras and Calcutta. Extra wires were also being erected to make up for the set back that occurred during the war. Owing to lack of funds it was impossible last year adequately to maintain all the lines in the country. Additional staff and funds had since been provided and it was expected the situation would continue to improve.

With respect to the fourth resolution the Government of India stated that the question of the establishment of a direct wireless service between India and the United Kingdom was already under the consideration of the Government of India and His Majesty's Government, and that it was hoped that it would be possible to overcome the difficulties before long.

The Government of India, at the same time, promised to address a separate communication to the Associated Chambers regarding the abolition of the class of urgent foreign telegrams at triple rates.

In connection with the question of the improvement of the telegraph services the Associated Chambers of Commerce towards the end of August 1922, asked for an expression of the views of this Chamber on a letter they had received from the Madras Chamber in which it was pointed out that under normal conditions private foreign cables took their turn along with express inland telegrams and suggested that

the Associated Chambers might press on the Government of India the desirability of giving precedence to the despatch of foreign cables as a means by which a considerable saving in time could be effected. The Madras Chamber also stated that it was of opinion that something ought to be done to give commercial cables preference over press cables. The latter seemed to be increasing greatly and a good deal of matter could easily be dispensed with.

In replying to the Associated Chambers the Committee stated that they could not see their way to accord the first of the above suggestions their support as the presupposition was that any foreign cable was more important than any inland express telegram, a contention which the Committee were not prepared to admit in its entirety.

In regard to the second suggestion, *viz.*, that commercial cables should be given precedence over press ones, while the Committee appreciated the grounds upon which it was based they hesitated to suggest the adoption of any measure which might tend to render the news service even more unsatisfactory than it was at the moment.

Early in September 1922, the Associated Chambers forwarded to this Chamber a copy of the Government of India's letter in regard to the suggested abolition of the class of urgent foreign telegrams at triple rates and also a copy of a letter addressed by the Bengal Chamber to the Government of India on the same subject.

The Government of India stated that the matter was under discussion between the British Post Office, the India Office and the Cable Companies and no decision had been reached. The Government of India added that they had noted the views expressed by the representatives of the various Chambers at the Annual Meeting of the Associated

Chambers in January 1922 and the resolution arrived thereat, and were prepared to consider the question further when the proposals of the British Post Office were communicated to them.

The Bengal Chamber in their letter to the Government of India pressed for international action being taken towards securing the ultimate abandonment of an arrangement which was artificial and indefensible and they again asked the Government of India to consider the question of initiating negotiations with a view to common agreement among all the countries affected.

In replying to the Associated Chambers of Commerce the Committee of this Chamber stated that they were unanimous in holding that it was inexpedient for India to give up the triple rate system so long as other countries continued to take advantage of the facilities which it provided.

The Committee added, however, that while certain members would welcome the abandonment of the system in agreement with other countries a very considerable majority felt that the improvements recently effected in the ordinary cable service had removed many of the objections urged by the Bengal Chamber against the retention of a service which the majority considered to be a convenience that it was undesirable to withdraw.

An enquiry among several of the leading firms of Bombay indicated, moreover, that the triple rate service was at the moment only used in exceptional cases and that foreign telegrams sent at ordinary rates reached their destination in a comparatively short time. Official figures for the year 1920-21, the latest available, showed that the number of cables sent at triple rates was 190,824 as compared with

2,094,547 at ordinary rates and it was believed that the proportion was at the time of writing very much smaller and rapidly becoming less and less as time went on. In those circumstances the majority felt that ordinary cables met practically all requirements and that the extent to which the triple rate service was likely to be used in the future was so small as hardly to interfere at all with the ordinary cable service. At the same time it was considered that the privilege of sending urgent cables should not be entirely withdrawn as there were occasions when it was of the very greatest importance that a particular message should reach its destination as quickly as possible. If therefore the sender of such a message was prepared to pay a heavy extra fee for this facility the Committee were of opinion that, in the circumstances, he should be allowed to do so.

While the above were the views of the majority of the members of the Committee it was realised that conditions in Calcutta might be somewhat different on account of delays in transmission overland assuming such proportions as to necessitate Calcutta firms having recourse to the triple rate service. The Committee believed, however, that the very great improvement in the transmission of ordinary cables had not yet been fully realised and in that event it was probably desirable that the attention of the public should be specially invited to this aspect of the case in order that the use of the triple rate system might be still further restricted to exceptional cases.

In October 1922 the Associated Chambers of Commerce submitted to this Chamber copies of further correspondence that had passed between the Association and the Government of India on the subject. The Association had informed Government that it was strongly of opinion that any system

of direct wireless communication between this country and the United Kingdom should be provided by private enterprise.

In reply the Government of India had stated that it had been decided that when an Imperial wireless station was established in India it should communicate direct with the United Kingdom and not *via* Cairo. No final decision had up to the time of writing been reached by the Government of India as to whether the station should be owned and operated by the State or by private enterprise. The Government of India further stated that in view of the central position of India in the Imperial wireless scheme, the Imperial Government considered it important that the station should be State-owned. The Government of India added that they recognised the force of the considerations which had led the Imperial Government to this conclusion, but they were not in a position to announce a final decision.

In acknowledging receipt of the above correspondence the Committee of this Chamber informed the Associated Chambers that in view of the fact that the Imperial Government considered it important that the station in India should be State-owned, they thought that it might be desirable to ascertain whether it had been definitely decided that the English station should be State-owned or not as in the former event they were disposed to concur in the Imperial Government's view. In the latter event, however, the Committee could not conceive the case for private enterprise, so far as the Indian station was concerned, as being anything but complete and they were of opinion that the desirability of entrusting the ownership and operation of the whole chain to one privately owned British Company should be urged more strongly than ever. (*Appendix* **M-3**).

INDIAN WIRELESS TELEGRAPHY (SHIPPING) RULES, 1922.

(*See Report*, 1921, *Vol.* I, *p.* 142.)

In May 1922 a member brought to the notice of the Committee the fact that under Rule 7 (*ii*) of the Indian Wireless Telegraphy (Shipping) Rules, 1922, ships of Class 2, on and after 1st August 1922, would have to carry, in addition to the prescribed number of certificated operators, certificated watchers in accordance with a table therein specified, and also that, under Rule 11, such watchers would have to be certificated by the Director General of Posts and Telegraphs, the basic idea being, not that a vessel should at all times be in a position to receive and send ordinary messages, but that she should at all times be in a position to receive distress signals. The member suggested that "watchers" might be trained from among the ship's staff, *e.g.*, the tally clerks.

It was further pointed out that, under the new rules, a watcher must be certificated by Government, and it seemed clear that sooner or later Government would have to provide an examination room or building equipped with instruments to enable watchers to undergo the necessary tests and that very little modification or extra expenditure would be necessary to enable applicants to receive the short training necessary there also. As there was very little time left before the rules came into force the member suggested that Government might be requested to defer the operation of the rules until a training school was provided and a sufficient number of watchers qualified.

The Committee accordingly addressed the Government of India in the matter and enquired whether, having regard to the fact that the rules in question would come into force

on the 1st of August 1922, any arrangements had been made for the training at the various ports of the requisite number of the ships' company to act as watchers and, if so, as to the nature of the arrangements so made in order that the various shipping companies concerned might be advised accordingly.

From the information received by the Committee in reply to their letter it appeared that the Department of Posts and Telegraphs (Wireless Branch) would not undertake the training of watchers but would merely grant certificates of competency. Candidates for such certificates would be examined by the Indian Government Radio Station at the nearest port and would be required to read, and understand the use of, the distress signal, and the safety signal when made by wireless telegraphy and also to ascertain, by use of the buzzer tester, whether the receiving apparatus was in correct working order.

From further enquiries the Committee made locally it appeared that the Marconi Company were arranging for the training of such of a ship's crew as might be desirable to train as watchers; but it was unlikely that the apparatus necessary for a training establishment of this nature (although its despatch from home had been expedited) would be available in time for the requisite number of watchers to be trained in conformity with the regulations.

As the alternative of carrying qualified telegraphists would re-act very hardly on the shipping companies concerned and the necessary expenditure would be considerable the Committee addressed the Director General of Posts and Telegraphs and requested that the date on which the new rules came into force might be extended for a reasonable period in order to enable the requisite number of watchers to be trained.

In reply the Director General informed the Committee that the practice in the United Kingdom was to give a watcher a course lasting two days and that this instruction was not carried out by the Government but by private enterprise. Further, the apparatus required was of an extremely simple nature and did not amount to a training establishment. In fact the Director General was of opinion that suitable apparatus probably already existed at the headquarters of the Marconi International Marine Communication Co., Ld., at Bombay and Calcutta. In the circumstances, therefore, the Director General regretted that he was unable to support the Chamber's request that the date of bringing the Act into force should be postponed.

The Committee, however, after a further reference to the Marconi Company in Bombay felt that the matter was of sufficient urgency and importance to justify their approaching the Director General again on the subject. Accordingly, on the 14th July they again telegraphed to the effect that they were unable to accept the Director General's statement that suitable apparatus was probably already in Bombay as they were authoritatively informed by the Marconi Company that suitable apparatus to train watchers efficiently was not yet available here. The Committee added that by efficiency they meant the ability to pick out distress and safety signals from other signals passing between vessel and vessel, and vessels and land stations for which purpose a special transmitter, which the Marconi Company stated was not then available, was required. If therefore, they maintained, the necessary standard of efficiency was as above described, and accepted as such by the Government of India, they had no alternative but to urge with all possible emphasis that the date of the introduction of the Act might

be postponed until such time as the Marconi Company were in possession of the necessary apparatus. The following day a reply was received from the Director General to the effect that the final decision rested with the Department of Commerce, to which Department the Chamber's views, now endorsed by him, had been communicated, and that the Secretary of the Department, who was then in Bombay, had been asked to discuss the matter with the Chamber.

Accordingly at their meeting with the Hon'ble Mr. H. A. F. Lindsay, C.B.E., I.C.S., Secretary to the Government of India in the Department of Commerce, on the 18th July the Committee again raised the subject and as a result the Government of India, on the 22nd July 1922, issued a Notification postponing the date on which the rules were to come into force from 1st August 1922 to 1st January 1923 and at the same time a further Notification directing that the Indian Wireless Telegraphy (Shipping) Act (XLI of 1920) should also come into force with effect from the 1st January 1923. (*Appendix* **M-4.**)

BOMBAY TELEPHONE SERVICE.

(*See Reports*, 1920, *Vol. I, p.* 136, *and* 1921, *Vol. I, p.* 119).

In April 1922 the Government of India forwarded to the Chamber a copy of the agreement made by that Government with the Bombay Telephone Company, Ltd., supplemental to the license under which the Company worked, and drew attention to the provisions of Clause 4 of the agreement which were intended to secure that the interests of the Chamber should be duly represented on the directorate of the proposed new Company.

The terms of the signed agreement received the careful consideration of the Committee, who, while appreciating the fact that the provisions of the Company's license had been varied to the extent of the agreement, were constrained to place on record a sense of their disappointment that, (*a*), this Chamber's representation on the directorate of the Company appeared to be contingent only upon the formation of a new limited Company, and that, (*b*) Clause 6 of the draft agreement in respect of which the Committee's approval was originally accorded and communicated to the Government of India in January 1922 (*see* page 126 of Report for 1921) which was designed to give the Company the right to introduce a measured rate system, would appear to have been omitted from the final agreement.

In addressing the Government of India to the above effect the Committee reiterated what they had consistently maintained throughout the negotiations, namely, how essential it was that the complaints of the commercial community with regard to the administration of so vital a means of communication as the telephone service should have an immediate and adequate mode of expression. As, however, the Committee read the agreement the commercial community were not afforded any more adequate means of redress, in the event of the service provided remaining inefficient than they had enjoyed hitherto until and unless a new company should be formed to acquire the property, assets and undertaking of the present company. The Committee were naturally not in a position to judge as to the time that would elapse before such a company was formed or even as to the possibility of its formation in due course but they observed from a notice issued by the present Company, under date the 20th April 1922, that an

immediate and substantial increase of its capital was under consideration from which fact they could only assume that the flotation of a new company was not contemplated in the near future.

In conclusion, the Committee stated that under the draft agreement the Government of India were entitled, in the event of the company failing to observe any of the conditions specified therein, to revert to their rights under Clause 8 of the main license. No provision for such a contingency, however, appeared to have been made in the final agreement and, in the circumstances, the Committee could not understand the nature of the penalties, if any, to which the company would render itself liable in the event of it failing to maintain an efficient service.

The Government of India, in acknowledging receipt of the Chamber's letter, explained that they were not opposed to the introduction of the measured rate system and were prepared to consider any proposals for substituting such a system for the existing flat rates that might be submitted by the Bombay Telephone Company. In view, however, of the proposed installation of an automatic system in Bombay in the course of the next three years it was thought better to omit any reference to the introduction of the measured rate system at that moment, pending some experience of the working of the automatic installation.

In regard to the Committee's anticipation that the flotation of a new company was not contemplated in the near future the Government of India pointed out that the capital of the existing company was understood to be insufficient to enable them to carry out the obligations imposed on the company under the agreement. It might be presumed, therefore,

that a new company would be formed in the near future and that the period during which this Chamber would be unrepresented on the directorate of the telephone system would not be long.

With regard to the Committee's remark that they were unable to understand the nature of the penalties, if any, to which the company would render itself liable in the event of it failing to maintain an efficient service the Government of India invited attention to clauses 1 and 2 (*e*) of the ag reement, which they stated should be read with clause 9 of the license, dated 9th February 1911. From this it would be seen that if the company failed to carry out its undertaking to instal an automatic plant within three years and to maintain all plant in a satisfactory working condition and to give a satisfactory service the Governor-General in Council might revoke its license and acquire the company's system under clause 8 (*c*) (3) of the original license.

The Chairman of the Chamber, Mr. Frank Nelson, M.L.C., took advantage of his visit to Simla in connection with the Retrenchment Deputation to interview Mr. Ewbank, the Deputy Secretary to the Government of India in the Public Works Department, and the Committee, in acknowledging receipt of the above letter from the Government of India, briefly confirmed the views which Mr. Nelson placed before Mr. Ewbank. In doing so the Committee informed Government that they much appreciated the detailed nature of the explanation afforded them by the Government of India in their letter above referred to and also the frank and courteous manner in which the various aspects of the question had been discussed by Mr. Ewbank; but they submitted with all deference that their main complaint was

the "presumptive" nature of the representation of the Chamber on the Board of the Bombay Telephone Company.

It might be of interest to note in the above connection that the Bombay Telephone Company, Ltd., subsequently went into voluntary liquidation with a view to re-construct the company and it is understood that the Chamber will shortly be invited, in terms of the abovementioned agreement, to nominate a representative to serve on the Board of the new company. (*Appendix* M-5).

MAIL CONTRACTS OF B. I. S. N. COMPANY, LTD.

The Government of Bombay, in September 1922, forwarded to the Chamber a copy of a letter that they had received from the Director-General of Posts and Telegraphs in connection with the existing mail services provided by the British India Steam Navigation Company, Limited, and enquired whether the Committee had any suggestions to make for the modification or improvement of the services.

The existing services provided for in the contract are the following :—

1. Direct weekly contract service (speed 16 knots) between Calcutta and Rangoon.
2. Direct weekly contract service (speed 14 knots) between Calcutta and Rangoon.
3. Direct weekly contract service (speed 12 knots) between Calcutta and Rangoon.
4. Weekly contract service (speed 12 knots) between Chittagong, Akyab, Kyaukpyu and Rangoon, with calls at Sandoway in the fair season.
5. Weekly contract service (speed 12 knots) between

Chittagong, Akyab and Rangoon during the fair season.

6. Direct weekly contract service (speed 14 knots) between Madras and Rangoon.

7. Weekly contract service (speed 10 knots) between Rangoon, Tavoy and Mergui.

8. Fortnightly contract service (speed 9 knots) between Moulmein, Yeh, Tavoy, Mergui, Victoria Point and Penang.

9. Fortnightly contract service (speed 9 knots) between Rangoon, Tavoy, Palow, Mergui, Kamaw, Bokpyin, Karathuri, Victoria Point and Maliwun.

10. Direct weekly contract service (speed 15 knots) between Bombay and Karachi.

11. Weekly contract service (speed 10 knots) between Bombay and Karachi *via* the Coast ports.

12. Weekly contract service (speed 13 knots) between Muscat, Bushire, Mohammerah and Basra.

13. (*a*) Fortnightly contract service (speed 10 knots) between Karachi and Basra *via* the Persian Gulf ports.

13. (*b*) Fortnightly contract service (speed 10 knots) between Karachi and Bushire *via* the Persian Gulf ports.

14. Direct weekly contract service (speed 12 knots) between Rangoon and Penang.

15. Fortnightly contract service (speed 10 knots) between Bombay and Durban, with calls at East African ports.

In reply the Committee stated that they had no comments to offer on the services, the contracts for which have since been extended for a further period of one year. (*Appendix* **N-1.**)

THE PARCEL POST.

The Postmaster-General, Bombay Circle, in March 1921, forwarded to the Chamber a copy of a letter that he had received from the Director-General of Posts and Telegraphs, Calcutta, regarding a proposal to establish an exchange by post of parcels weighing more than 11 lbs., the existing maximum, but not exceeding 20 lbs. In his letter the Director-General had stated that the Imperial War Conference, on the 11th of July 1918, passed a Resolution to the effect that the facilities for inter-Imperial parcels delivery should be enlarged, improved and co-ordinated and, in accordance with this resolution, the Board of Trade and the British Post Offices had drawn up a draft scheme, the main features of which were briefly as follows :—

(1) The British Post Office was prepared to enter into an agreement with India and the Dominions and Colonies for the establishment of an exchange by post of parcels weighing more than 11 lbs. the existing maximum, but not more than 28 lbs., distinct from and supplementing the existing services up to 11 lbs., in weight.

(2) The handling of these heavy parcels should be subject to special restrictions, *e.g.*, the parcels over 11 lbs. would not be delivered by the Post Office to the consignee's address, except at an additional charge, and the posting would have to be restricted to the head post offices in the largest towns. The sea service might also in many cases be performed by slower steamers than the fast mail boats.

(3) *Charges.*

(*a*) *Sea Conveyance.*—It was scarcely practicable in view of the variations in the freight rates, to fix uniform inter-Imperial rates, unless countries like India were willing, for the sake of uniformity, to pay higher rates than they did, as a set-off to the lower rates chargeable to the more distant dominions.

(*b*) *Rates for Land Service.*

(*i*) United Kingdom.—The British Post Office would attempt to fix uniform rates as the territorial charge in the United Kingdom for such parcels but could not state at the moment what this rate would be.

(*ii*) Dominions and Colonies.—The rates would clearly have to be fixed by the Dominions and Colonies themselves and India was requested to state what would be its own territorial charge on such parcels.

(4) *Prepayment of Customs Duty.*

(*i*) The arrangement in force in the United Kingdom by which the senders deposit, at the time of posting, 50 per cent. of the declared value of the parcels to meet the Customs charges when assessed at the country of destination, might be applied to parcels exceeding 11 lbs. in the proposed service.

(*ii*) India and the Dominions might post special Customs officials at the out-ports in the United

Kingdom for the assessment of duty which would be recoverable from the sender before the parcels were despatched.

The provisional conclusions at which the Government of India had arrived with regard to the draft scheme were briefly :—

(1) The service should be limited to 20 lbs. for parcels to and from India.

(2) No special restrictions and no local territorial charges were required. Separate arrangements by slow going steamers were objectionable.

(3) The Government of India would not agree to pay higher rates than the service actually necessitated in order to make good any losses on the longer leads to the far distant dominions.

(4) (*i*) Customs duty advance deposits were not favoured.

(*ii*) The Government of India could not arrange for the entertainment of Customs investigating officers in the United Kingdom. Customs dues might be paid by the consignee at each end.

(5) The 50 lbs. parcels postal service might be abolished along with the introduction of the new 20 lbs. overseas service.

The Government of India added that it was not possible at the moment to say what would be the rates of postage on these heavy parcels.

In their reply to the Postmaster-General the Committee stated that they were greatly in favour of the provisional conclusions arrived at by the Government of India in respect

of the proposals put forward by the Board of Trade and the British Post Office inasmuch as they were directed towards the provision of greater facilities in respect of inter-Imperial parcels delivery.

In conveying their approval of these provisional conclusions and the proposed enlargement and improvement of the Overseas parcels postal service the Committee, however, asked to be informed as to the reasons actuating the Government of India's decision to reduce the proposed parcel weight from the suggested 28 lbs to 20 lbs. and also as to why it was proposed at the same time to abolish the existing 50 lbs. parcels postal service.

The Postmaster-General in reply forwarded to the Chamber a copy of a letter which he had received from the Director-General of Posts and Telegraphs in which it was stated that the latter was not in possession of complete information on the subject, but that it was probable that the chief reason for the decisions in question was that the weight of 20 lbs. corresponded to the limit for inland registered parcels. (*Appendix* **N-2.**)

DELAY IN THE DELIVERY OF ENGLISH MAIL LETTERS.

At the instance of a member the Committee, on the 27th July 1922, addressed the Postmaster General, Bombay, inviting his attention to the serious delay to which English mail letters addressed to Post Box numbers had been subjected for a considerable time past. It was pointed out that it had been the almost invariable experience of the members of the Chamber that of letters posted at the same time in England those addressed to Post Box numbers were not ready for the waiting peons until those otherwise addressed had actually

been delivered; at any rate in the case of firms whose offices were situated in the Fort.

The Committee understood that the system of sorting letters in force was so arranged that a slight delay in the delivery of letters addressed to Post Box numbers was inevitable but they submitted that the time which had elapsed in the case of the previous three or four mails between delivery of the two descriptions of letters was unreasonable.

Moreover, upon the previous occasions when the Committee had discussed the general question of the delay in the delivery of the English Mail with the Director-General and other officers of the Postal Department their attention had invariably been drawn to the advantages to be derived from the use of the Post Box system, the main object of which was presumably to enable subscribers to obtain their letters both quicker and more easily. In practice, however, it had been found that addressees of letters addressed to Post Box numbers were placed at a very considerable disadvantage compared with the addressees of letters otherwise directed despite the fact that they had paid fees for facilities which were not forthcoming and the Committee expressed a hope that the matter would receive the immediate and serious consideration of the Postmaster-General with a view to the adoption of such measures as would ensure that the existing delays were reduced to a minimum and, if possible, box-holders' letters were made available to their peons at the same time that other letters were handed over to the postmen for delivery in the usual way.

Subsequently, the Presidency Postmaster forwarded to the Chamber a copy of the underquoted circular letter addressed to Post Box holders and expressed a hope that there would be a marked improvement by this arrangement. He further

stated that as soon as the London G. P. O. followed up the revised sorting he had suggested it would be possible for Post Box holders to receive their letters still earlier.

The circular letter referred to above read as follows :—

"Complaints having come to hand of considerable delay in delivery of letters by the English Mail addressed to Post Box holders, steps have been taken with a view to acceleration to concentrate on the letter portion of the mail and you are therefore requested to instruct your messengers to clear your letter boxes on mail days at short intervals as letters will no longer be delivered in future enclosed in bags but will pass out only through the post boxes ; in this way your English Mail letters will reach you in batches as sorting progresses and will not be held up as heretofore until sorting has been finally completed. In the case of bulky commercial envelopes which are too large for any post box, a red slip placed in the box will indicate to the messenger that he has to apply for these to the clerks on duty.

"Newspapers and packets will be taken in hand last and these will either be placed in the post boxes or delivered to the messengers on presentation of the red slips.

"This arrangement will ensure an earlier delivery to Post Box holders and it is hoped in the near future still further to accelerate this delivery."

Towards the end of September 1922, at the instance of a member of the Chamber, the Committee brought to the notice

of the Postmaster-General another irregularity in connection with the delivery of the English Mail.

The Committee pointed out that at the time of writing the delay in the delivery of the mail in question was confined more particularly to registered letters and they accordingly requested that steps might be taken to effect an improvement in that direction as under existing conditions, it was seldom possible to obtain delivery of such letters, even when the steamer arrived at day-break, in time to enable them to be dealt with on the same day. Inferentially such letters contained documents of value and the delay meant, in many cases, the loss of at least one day's interest.

The Committee presumed that the delay was occasioned, at any rate, in part, by the examination for Customs purposes but in any case they requested that steps might be taken to effect an acceleration of the existing service.

The Presidency Postmaster, in reply, informed the Chamber that he was prepared to arrange a window delivery of registered letters and desired to know the names of firms who agreed to participate in the scheme. He added that those firms would be supplied with a card on presentation of which the registered mail would be delivered to the clerk of the firm named on the card within 5 hours of the arrival of the English Mail at the G. P. O.

The Committee in the first instance circulated all the members of the Chamber with a request that they might submit their views on the proposal and intimate whether they wished to participate in the scheme. On receipt of the replies the Committee submitted to the Presidency Postmaster a list of those members of the Chamber who desired to participate in the scheme and, at the same time, stated that the only important suggestion which they had received for the im-

provement of the above mentioned system of delivery was that the letters should be delivered sooner than 5 hours after the arrival of the mail steamer. (*Appendix* N-3.)

PILFERAGES FROM CONSIGNMENTS SHIPPED FROM KARACHI TO BOMBAY.

A member of the Chamber towards the end of June 1922 brought to the notice of the Committee the fact that they had of late experienced a number of cases of pilferages from packages consigned from Karachi to Bombay. They stated that they were also shipping goods from Bombay to Karachi and were in a position to state that there was less cause for complaint in connection with such goods so that they had reason to believe that the thefts occurred in Karachi. They accordingly asked that this Chamber might intervene in the matter.

The Committee, in reply, informed the member that their complaint had received their careful consideration but that they were of opinion that the matter should be referred to the Karachi Chamber of Commerce which was known to have been in communication with the Police Authorities upon the subject. At the same time the Committee suggested that it was advisable, in the case of goods re-shipped in the original packing, to secure more adequate protection by means of one of the many patent wiring machines now in existence. (*Appendix* O.)

ESTABLISHMENT OF A NAUTICAL SCHOOL FOR LASCARS.

The Shipping Master, Bombay, towards the end of October 1922, forwarded to the Chamber copies of correspondence that had passed between him and the Government of Bombay in

regard to the question of the establishment of a nautical school for lascars, and enquired whether the shipping firms would undertake to provide the necessary funds.

In his letter to the Government of Bombay, the Shipping Master stated that complaints were frequently made in his office by the masters and officers of ships of the inefficiency of the Indian seamen especially with regard to the rating of Seacunny (Quartermasters). He stated that the complaint was a long standing one and from personal experience he knew that it was difficult to obtain the required numbers of seamen possessing a thorough knowledge of their profession. The fault, he added, was not as a rule the seaman's who was keen on learning and made a good sailor when encouraged and given the opportunity to learn his work. Modern merchant ships were seldom more than 10 days on their longest voyage in deep water. They were more often engaged on short voyages which took a few hours or days between ports requiring very accurate navigation, careful steering and a constant use of the hand and deep sea leads in taking sounding. Only expert seamen could be employed with safety to the ship during the progress of such voyages and little or no time could be spared to train novices in these duties. Consequently the number of professional seamen was small in comparison to the large numbers employed. The result was that seamen sometimes undertook duties for which they were not properly trained and qualified hoping to learn without tuition from practical experience to the annoyance of masters and danger to ships.

In view of the above and in order to give the Bombay seamen an opportunity of becoming efficient seamen the Shipping Master made the following proposals to Government :—

(*a*) That a Nautical School should be started in the Shipping Office.

(*b*) Instruction should be given in the following subjects :—

1. Knowledge of the Compass and Steering.
2. Knowledge of the Hand and Deep Sea Lead, and methods of using them.
3. Signalling (flags), commercial code, Semaphore, Morse, and Lamp.
4. Knotting and Splicing.
5. Sail-making.
6. Boating ; How to pull an oar, rig and sail on a ship's boat.

The following equipment would be necessary and might be obtained on loan, or at small cost from the Government or other Dockyards :—

(*a*) 1 Compass and movable platform on which a helm or wheel should be fitted.

(*b*) 1 Deep Sea Lead.

(*c*) 1 Hand Lead.

(*d*) 1 set of small commercial code flags.

(*e*) 1 Morse Lamp.

(*f*) 1 Ship's life boat with equipment.

The Shipping Master further stated that he would arrange to hold periodical examinations in these subjects ; candidates who passed could have an endorsement to this effect stamped on their discharge certificates. A small grant would be required to meet the cost of instructor's salary, upkeep and equipment.

The Committee of the Chamber, who are in favour of the principle underlying the proposal, have addressed the agents

of all steamship companies in Bombay and asked them whether they are prepared to subscribe to such a scheme, and, if so, what financial support they will render in the event of it being decided ultimately to proceed with the proposal. It was estimated that the annual cost of the scheme would be Rs. 3,000. (*Appendix* P-1.)

RECRUITMENT OF INDIAN SEAMEN.

(*See Report*, 1921, *Vol. I, page* 152.)

Early in June 1922, the Government of India, Department of Commerce, forwarded to the Chamber a copy of a resolution issued by that Department on the 25th of May 1922 in connection with a Draft Convention for establishing facilities for finding employment for seamen adopted by the General Conference of the International Labour Organisation of the League of Nations in its sessions at Geneva in June 1920. This Convention prescribed the formation of employment bureaux and the prohibition of private employment agencies. When the Draft Convention came before the Indian Legislature in September 1921, both Houses recommended that it should not be ratified but that an immediate examination should be undertaken of the methods of recruitment of seamen at the different ports in India in order that it might be definitely ascertained whether abuses existed and, if so, whether they could be remedied.

The Government of India accordingly held a preliminary enquiry into the conditions under which seamen were recruited at Bombay and Calcutta, the only ports in India where seamen were recruited in large numbers. The enquiry was conducted by Mr. A. G. Clow, I.C.S., Controller of the Labour

Bureau in the Government of India, who was accompanied at each port by one representative of the shipowners and one representative of the seamen, selected by the Local Government. In accordance with Resolution No. 1208 of the 2nd March 1922, the Government of India then appointed a Committee, including two members of the Indian Legislature, in addition to the five gentlemen who took part in the preliminary enquiry to examine the evidence so collected and to report what reforms were possible in the existing methods of recruitment. The Committee was constituted as follows:—

Mr. A. G. Clow, I.C.S., Chairman,

Sir Frank Carter, Kt., C.I.E., C.B.E., M.L.A.,

Mr. N. M. Joshi, M.L.A.,

Mr. C. S. Penny,

Mr. M. Daud, M.A., B.L.,

Mr. F. L. Barnett, and

Mr. Mohamad Ebrahim.

The Committee presented a unanimous report in which they found that the existing system under which shipping companies engaged seamen through licensed brokers, appointed under Section 18 of Act 1 of 1859, or private brokers (in Calcutta sometimes known as ghat serangs) had resulted in grave abuses. After taking legal opinion, the Government of India decided to treat as confidential the first three paragraphs of the Report which described the existing system and the abuses to which it was liable.

The Committee explained that the shipping companies generally engaged seamen through the brokers and paid them a commission calculated on the advances which the brokers made to the seamen on behalf of the companies. The first

step in the selection of the crew was the nomination of the serangs or ghat serangs. The crew was selected later and the serangs and the butlers had naturally a considerable share in its selection. When the crew had been finally approved by the officer concerned, it was signed on the articles in the presence of the shipping master or one of his assistants. At this stage it was the duty of the brokers to give the men an advance of their pay. Immediately before the ship sailed an official medical examination was held and either as a result of this examination or from other causes, vacancies in a crew might arise at the last moment. The shipping companies depended upon the broker for the supply of men to fill these vacancies. The main functions which the brokers and ghat serangs were intended to fulfil thus included the supply of crews on demand, the payment of advances to the seamen who were engaged, and the replacement of deserters or of men rejected on medical grounds.

The Committee were unanimously of the opinion that this system had led to grave abuses which no mere amendment of detail would satisfactorily remove. They came to the conclusion that it was imperative to introduce an entirely new system which did not involve the employment of intermediaries. It was clear that if the brokers and ghat serangs were no longer to be employed, arrangements must be made to carry out the duties at present entrusted to them. The Committee pointed out that this could only be effected by the organisation of employment bureaux. Their recommendations are contained in the paragraphs below :—

"GENOA PROPOSALS.—4. The present Committee owes its inception to the consideration by the legislature of the Draft Convention for establishing facilities for finding employment for seamen adopt-

ed by the Genoa Labour Conference in June 1920. We therefore devoted special consideration to the proposals contained in that Convention. Two alternative systems are suggested in the Convention. In one, the system of employment offices is organized and maintained by representative associations of shipowners and seamen in co-operation. In the other, the system is maintained by the State. These seem to us to be the only feasible alternatives. Of the two, we regard the first alternative as, in principle, the better one. Unnecessary interference by the State with the conditions of labour in any industry is undesirable, and a system which is maintained by mutual co-operation of the parties concerned is likely to work much more smoothly than one which depends on the power of the State. At the same time we recognize that there may be difficulties in securing the necessary co-operation. There is an organisation at Calcutta containing a large porportion of men of all grades, and at Bombay the union contains nearly all the saloon crews, but in neither port are all the seamen in unions at present. We are anxious that the reforms which we hope to see introduced should not be jeopardized by the failure of either party to co-operate, and we therefore suggest that, if it proves impracticable to obtain the co-operation necessary to put the first alternative in operation, the second alternative—that of a state organization —should be adopted. At the same time the first alternative should be set down as the ideal to be aimed at, and we trust that with the growth

of healthy organization amongst seamen and of mutual trust and goodwill, it will not be long before it can be brought into being.

ORGANIZATION OF LABOUR.—5. The Employment Bureau which we propose to set up in each centre will have at its head a single officer. We consider that he should be an officer having practical maritime experience, as recommended by the Genoa Conference, and it is desirable, also, that if possible he should have had experience of shipowners' and seamen's organizations. The success of the scheme will depend largely on his personality, and his selection will therefore be a matter of the highest importance. We consider that a considerable proportion of the present trouble in Calcutta can be traced to the fact that the supervision of recruiting has been entrusted to shipping officers who are constantly being changed and who, prior to taking up their posts, have not been working in the mercantile marine. The officer selected as head of the Bureau must have had this experience and he must be able to work sympathetically with shipowners, ships, officers and men and with the organizations of the shipowners and the men. Similar care should be exercised in the choice of his assistants.

MAINTENANCE OF REGISTERS.—6. One of the main functions of the Bureau will be the maintenance of a general register of seamen of each grade including recruits. Separate registers should be maintained for each line that so desires and an additional register should contain the names of

seamen who are not on the books of any of the lines having separate registers. It should be within the power of the Bureau to remove the name of any man from the register (*e.g.*, in the event of serious misconduct being proved) or to suspend any man entered on the register. Such a man would then be debarred from obtaining employment in any ship. At the same time, in accordance with the principle enunciated in the Genoa Convention that "freedom of choice of ship shall be assured to seamen and freedom of choice of crew shall be assured to shipowners," it should be within the power of the shipowner (or his authorised representatives) to demand the removal of any seaman's name from the register of the line concerned. Similarly any seaman should be entitled to have his name removed from the register of any line. In such cases, unless there are reasons for the contrary or unless the man's name is entered upon the register of another line by mutual arrangement, the name should be entered on the additional register. Separate register must, of course, be maintained of types of crew that do not normally sail together.

SELECTION OF SERANGS.—7. We consider that the power of selecting all seamen, including serangs, should be restricted to two classes of employees of the owners or agents, *viz.*, the Superintendents and the Masters of the ships. The Chief Officer, Chief Engineer and Chief Purser should have the power to select serangs or butlers, subject to the approval of

the Master. And we propose, as regards serangs and butlers, that they should be at liberty to nominate any serang or butler who has been discharged from a ship of the same line not less than three months before. Should the officer responsible for the selection not desire to choose such a serang, his choice should be made from a fair proportion of men taken from the top of the roster maintained by the Bureau for that line, *i.e.*, from those serangs or butlers belonging to the line who have been longest out of employment. We hope by these provisions to ensure two ends—to encourage lines to give men, as far as possible, continuity of employment, and to ensure that each man on the list shall have his claims regularly considered. Where neither the shipowners, their agents, the Superintendent, nor the Master are present at the employment office (*e.g.*, in the case of a ship at another port belonging to a firm having no agent in the port of engagement) or where they waive their right to select, the choice would devolve on the Bureau.

SELECTION OF SUKHANIS.—8. In both Bombay and Calcutta, it should be possible to select the sukhanis on the system proposed above for the serangs. The work of the sukhanis renders them independent of the serang, and he need not be given a voice in their selection.

SELECTION OF CREW: CALCUTTA.—9. The serang is, in large measure, held responsible for the work of his crew, and it is necessary therefore to ensure that he should have some say in their choice. The

Calcutta crews, with the exception of the Maldivis, are not split up into self-contained groups, and there is no close attachment between the serang and his crew. It is desirable that the power of the serang to select his crew should be limited as far as possible, without compelling him to sail in command of men who will make trouble on board or discredit him. We propose to secure this by taking the crew (including the hands between the serangs and the ordinary seamen) by roster, and by allowing the serang to make reasonable objections to any particular men so taken. It may prove advisable to allow the serang to nominate one or two men more directly. The nomination or rejection would, of course, in all cases, be subject to the approval of the selecting officer. It should also be possible for men to be taken who have been discharged from ships of the same line not more than one month before. The saloon crew should be similarly chosen.

SELECTION OF CREW : BOMBAY.—10. The Bombay problem is more difficult. The crews, especially the deck crews, there are more closely attached to particular serangs : they frequently come from the same or neighbouring villages, and form almost a family on board. We think that while the system proposed for Calcutta might be applied with advantage to the Punjabi and Pathan firemen, who stand in need of more protection than the other Bombay seamen, it would be a mistake to interfere with the power of nomination the serang at present has in respect of other crews. The approval of the

selecting officer will be necessary in all cases. The system by which the butler can choose a few of his crew and the rest are taken by roster should be adopted for the saloon crews in Bombay.

ADVANCES.—11. An important function at present discharged by the brokers and ghat serangs is the payment of advances. We considered the suggestion of dispensing with advances but came to the conclusion that this was not a possible solution. The seamen demand and require the advances. It is clear that Government cannot act as an insurance agent and undertake the monetary risks involved in desertion. But it should not be difficult to arrange for private agencies to undertake the risk. A maximum rate of commission might be prescribed, and licenses could be granted to approved agencies to make advances at a commission not higher than the rate prescribed. The commission would be payable by the shipowners as at present. The full advance would be recoverable from the shipowners for all men who sail. Suitable agencies for the purpose would be the Seamen's Unions, co-operative societies and respectable private individuals. The licenses would be granted by the Employment Bureau, and the advances would be paid, as at present, in the presence of the officer of the Bureau. The Bureau should afford assistance to advancing agencies to prevent the loss of advances.

DESERTIONS.—12. Under the existing system, the brokers are responsible for getting the crew on board. If any of the crew desert it is their duty to fill

vacancies. This duty will have to be undertaken by the Employment Bureau and it will be the most difficult part of its work. We suggest that a system similar to that followed in England be adopted here, and that a certain number of spare men be sent down on the day of sailing, to fill vacancies arising suddenly from desertion or as a result of the medical examination. These men would be chosen by the head of the Bureau from the roster for that line or from the additional register, and they might receive a day's pay from the shipowners for being present, unless of course they were signed on. The men rejected at the final medical examination might also receive a day's pay. The number sent would depend entirely on the instructions of the shipowners. Cases of desertion should be carefully gone into, and "failed to join" should be entered on the continuous discharge certificate. The officer-in charge of the Bureau should have power to suspend a deserter for a long period. Habitual offenders might be punished with removal from the registers.

ADVISORY COMMITTEES.—13. We have given careful consideration to the question of setting up the Advisory Committees of representatives of shipowners and seamen contemplated by the Genoa Convention. We are agreed that such Committees, if they worked smoothly, would be able to perform useful functions in advising the head of the Bureau. But we are not agreed as to the advisability of introducing these Committees at an early stage. Four members of the Committee, Mr. Clow, Mr.

Joshi, Mr. Daud and Mr. Mahomed Ibrahim consider that the Committees should be set up as soon as practicable.* They would prove most useful in assisting the head of the Bureau to complete the scheme for recruitment. In our report we have dealt only with the broad outlines of the scheme; the details to be filled in later will be numerous, and it is essential that at this stage, the head of the Bureau should be kept in close touch with both shipowners and seamen. The remaining three members, Sir Frank Carter, Mr. Penny and Mr. Barnett consider that there is a distinct danger that an Advisory Committee will result in serious friction and will hamper the head of the Bureau to such an extent that the establishment of a new system will be jeopardized. They think that the head of the Bureau should be given a free hand to set the system in operation, and Advisory Committees can be introduced at any stage when their necessity is obvious.

PENALTIES.—14. We consider that bribery, whether direct or indirect, to obtain employment for seamen should be regarded as a serious offence, and punishable with a considerable term of imprisonment. At present the maximum penalty is a comparatively small fine coupled with the loss of office in the case of certain persons. This most inadequate penalty, coupled with the difficulty of obtaining a conviction in cases of this type, has

* I desire to make it clear that, in my opinion, it will not be practicable to set up these Committees until the consent of both parties has been secured.—A. G. CLOW.

acted as a complete check on prosecutions. We suggest a maximum of two years' rigorous imprisonment. A heavy penalty, *e.g.*, a fine of Rs. 1,000 should also be possible for unauthorised persons who endeavour to supply men to any agency other than the Employment Bureau. On the other hand, there should be complete liberty to shipowners, seamen, their representatives or their organizations to supply seamen to the Bureau. In the cases of the offences referred to above, the head of the Bureau should have power to institute prosecutions on complaints or otherwise, and the cases should be treated as public prosecutions.

COSTS.—15. No separate figures are available to show how far the fees now levied under Sections 5 and 6 of Act I of 1859 meet the expenses incurred in recruitment. But we consider that these fees should be diverted towards the maintenance of the Employment Bureau, which will exercise the functions at present discharged by the Shipping Office.

OTHER PORTS.—16. Inquiries have not been made in ports other than Bombay and Calcutta, and we have, in consequence, no evidence regarding conditions at the other ports of India. We have, therefore, confined our discussions to Calcutta and Bombay."

The Committee of the Chamber, in the first instance, addressed the Bengal Chamber in the matter and suggested that the views of the Bombay and Bengal Chambers should synchronise so far as might be when submitted in due course

to their respective local Governments. The Committee accordingly submitted for the consideration of the Bengal Chamber their views on the subject under reference as summarised below :—

(*a*) They concurred in the suggestion that the Broker system should be abolished.

(*b*) They considered that a Central Bureau should be established.

(*c*) They were emphatically opposed to the formation of an Advisory Committee either now or in the future.

(*d*) They supported the proposal that the employment of crews should be on the roster system, and that separate rosters shall be maintained for each shipping company if it so desired.

(*e*) They agreed with the suggestion that advances to the men should be paid, and risk through desertion should be undertaken, by licensed shroffs.

(*f*) They were strongly in favour of the institution of Indian Seamen's Homes in the chief ports.

At the same time the Committee stated that they endorsed the views expressed by this Chamber in 1921 (*see* pages 148, 149 of Volume I of the Chamber's Report for 1921) to the effect that the establishment of a better system than the one in vogue in Bombay would present very considerable difficulties and that the institution of a Government Labour Bureau would merely entail expense to the men whilst awaiting problematical employment and would lead to further congestion in the cities where the Bureaux were situated.

The Committee realised, however, that it was imperative to secure uniformity in the procedure at all Indian ports

where crews were engaged and they were therefore prepared to express their agreement with the particular recommendations of the Seamen's Recruitment Committee enumerated above.

In reply the Committee of the Bengal Chamber stated that so far as that Chamber was concerned the position was that they were recently asked by the Government of Bengal, Marine Department, to submit their views, after the opinion of the Calcutta Liners' Conference had been obtained, on the recommendations of the Seamen's Recruitment Committee, particularly regarding the formation of an employment bureau of the nature suggested. The Chamber had accordingly consulted the Calcutta Liners' Conference in the matter and forwarded a copy of the reply received from them in which they submitted certain general observations pending the receipt of instructions from owners of steamers. The Conference was provisionally disposed to prefer the second of the two alternatives suggested by the Draft Convention of the International Labour Conference, namely, that a system of employment offices should be organised and maintained by the State except that under present conditions the Conference preferred that there should not be an Advisory Committee. In order to facilitate a decision as to the practicability of the second alternative the Conference asked for information which they could put before owners on the question of what the cost of the new system would be as compared with the expense of the shipping offices as at present constituted and if the new scheme could not be carried on at the same expense as or at a less expense than at present, the Conference enquired whether Government were prepared to bear the additional cost for it was quite certain that steamship companies would not be disposed to accept any scheme

involving them in any additional expenditure at the present time. The Bengal Chamber had accordingly asked the Government of Bengal for information on the points raised by the Calcutta Liners' Conference.

In July 1922, the Committee were also addressed by the Government of Bombay and the Shipping Master, Bombay, on the same subject but as up to that time the replies had not been received from the Home offices of the firms interested the Committee informed the Government of Bombay that they would address them again as soon as such replies were received.

In view, however, of the further delay likely to be entailed through a reference to the Home Offices the Committee, in December 1922, deemed it best to reply to the Government of Bombay without awaiting such replies and accordingly informed Government that they endorsed the opinions expressed by the Chamber in May 1921 when, in reply to their letter No. 436, dated the 5th March 1921, requesting its views on the Draft Convention for establishing facilities for finding employment for seamen, adopted at the second session of the General Conference of the International Labour Organisation, it had observed that the establishment of a better system than the one at present in existence in Bombay would present very considerable difficulties and that the institution of a Government Labour Bureau would merely entail expense to the men whilst awaiting problematical employment, and would lead to further congestion in the cities where the Bureaux were located.

At the same time the Committee realised that it was imperative to secure uniformity in the procedure at all Indian ports where seamen were engaged and whilst adhering to

the views above indicated, namely, that no change in the system in force in Bombay was called for, they stated that they were prepared to express their agreement with certain recommendations of the Seamen's Recruitment Committee to the extent indicated below in the event of it eventually being decided to adopt that Committee's proposals either in part or in their entirety :—

(*a*) The Committee concurred in the suggestion that the Broker system should be abolished.

(*b*) They considered that a Central Bureau should be established in each port.

(*c*) They supported the proposal that the employment of crews should be on the roster system and that separate rosters should be maintained for each shipping company if it so desired.

(*d*) They concurred in the suggestion that advances to the men should be paid, and risk through desertion should be undertaken, by licensed shroffs.

(*e*) They were strongly in favour of the institution of Homes for Indian seamen in the principal ports.

(*f*) They were emphatically opposed to the formation of Advisory Committees either at the moment or in the future.

(*g*) They desired, however, to place on record their opinion that in no circumstances should any revision of the existing system in Bombay be of such a nature as to involve the shipping companies concerned in any additional expense.

Finally in submitting the foregoing observations, the Committee stated that they were still in consultation with certain shipping companies whose interests were not confined

solely to this port and that the companies in question were still in correspondence with their principals on the subject. The Committee accordingly desired that it should be clearly understood that they might conceivably be constrained to modify their views, as expressed above, after considering the question again in the light of their future deliberations. (*Appendix* P 2).

REMARKS ON BILLS OF LADING FOR GOODS TRANSHIPPED AT BOMBAY.

The Incorporated Chamber of Commerce of Liverpool in April 1922 forwarded to this Chamber a copy of a letter that they had received from one of their members in regard to remarks made on Bills of Lading for goods transhipped at Bombay and which remarks did not appear on the original Bill of Lading for the goods. The following specific instance was cited :—

> On receiving the Captain's copy of a Bill of Lading at Liverpool for a consignment of salted sausage casings, it was found that the following clause had been added by the agents of the steamer in Bombay :—
>
> > "Casks old, marks—or nil, and you inserted this on our delivery order when presented to you."
>
> When the firm complained to their shippers at the original port of shipment the latter stated that it had been the practice for some years of the owners of the original steamers by which the casks went forward to get shippers of all classes of cargo intended for transhipment to on-carrying steamers to sign an indemnity under which all shippers undertook in

advance to hold themselves bound by any qualifying remarks which on-carrying steamer agents might pass on the cargo whilst taking it on board at the port of transhipment. In common with other shippers the firm's shipping agents were obliged to execute guarantees to the agents of the original steamers. The firm added that when they received the particular shipment in question in their warehouse the casks were good and sound and in perfect order; a two-inch stencil had been used for marks and numbers and these were quite clear and distinct. They considered that where goods arrived in Bombay in first rate order and condition clearly marked at both ends, it was a very unjust and arbitrary proceeding on the part of the agents of the steamship company to brand the Bill of Lading with an incorrect statement that the casks were old and badly marked. Of course in case, where the goods were badly packed or marked, the idea was fair enough but where the goods were in sound order, it did not seem to the firm a business proposition to mark the Bill of Lading.

The Liverpool Chamber stated that the complaint put forward was a real grievance and requested this Chamber to take the matter up with the agents in Bombay of the steamship company concerned.

As a result of the enquiries made by the Committee of this Chamber they were informed that in the case of goods transhipped from Bombay it very often happened that the packages were defective or damaged by the time they were handed over to the on-carrying steamer; in which case the latter naturally insisted upon the insertion of remarks in the

Bill of Lading to that effect merely in order to safeguard its own position.

The agents of the company to which the Liverpool Chamber referred in particular admitted that sometimes it might happen that an entire consignment was penalised owing to defects in the packing of a small portion of the consignment and they informed the Committee that they would watch the matter in that respect very closely in future.

In writing to the Liverpool Chamber to the above effects the Committee at the same time observed in this connection that the use of a 2″ stencil did not necessarily denote the clear marking of a cask and that the use of a stencil twice that size was to be recommended. (*Appendix* **Q-1**).

BILLS OF LADING.

THE HAGUE RULES, 1921.

(*See Reports* 1920, *Vol.* I, *page* 168; *and* 1921, *Vol.* I, *page* 155).

The Manchester Association of Importers and Exporters towards the end of August 1922 informed the Chamber that they had been watching the movement in connection with the improved terms in Bills of Lading as contained in the Hague Rules, 1921, and stated that a number of traders in England had so far adopted them and mostly all the Conferences had them under consideration.

The Association enquired if the Hague Rules, 1921, had been introduced in the trade of Bombay, and how far they were acceptable to and met the requirements of the shipping interests generally.

In reply the Committee stated that their experience in the above connection led them to believe that very few shipments, either outward or homeward, were being made at the time of writing under the rules in question. With regard to the second part of the Association's enquiry the Committee referred the latter to the discussion on the subject which took place at the Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon, held in Calcutta on the 30th and 31st January 1922 and which culminated in the adoption of the following resolution :—

> "That this Association accepts the Hague Rules, 1921, proposed by the thirtieth Conference of the International Law Association as an equitable settlement of most of the difficulties between shipowners and shippers, but that it protests against and urges the deletion of those clauses that provided for the legalisation of "Received for shipment Bills of Lading." (*Appendix* Q-2).

"DELIVERED FOR SHIPMENT" BILLS OF LADING.

The Associated Exchange Banks, in December 1922, forwarded to the Chamber a copy of a letter addressed by them to the Members of the Bombay Exchange Banks Association in which it was stated that the Agent of the Hongkong and Shanghai Banking Corporation brought to the notice of the Association that the Osaka Shosen Kaisha had introduced a new form of Bill of Lading reading "Shipped or delivered for shipment" and it was decided in view of Mr. Justice McCardie's judgment in the Kings Bench Division on July 1st, 1921, in re Diamond Alkali Export Corporation vs. Bourgeois, that such documents were

not Bills of Lading within the C. I. F. contract of sale and that the members of the Association refused to accept such documents if tendered to them as collateral security for the negotiation of bills.

REORGANIZATION OF THE SURVEY DEPARTMENT, PORT OFFICE.

(*See Reports* 1920, *Vol.* I, *page* 170 ; 1921, *Vol.* I, *page* 160.)

As will be seen from the Chamber's report for 1920, Volume I, page 170, the Committee in December of that year addressed the Port Officer in regard to the serious delays caused to shipping due to the fact that the number of surveyors comprised in the survey department of the Port Office was insufficient to meet the needs of the port, and enquired whether any action had been taken by Government in consequence of a representation on the subject which, they understood, had been made by the Agents of the P. & O. and B. I. S..N. Companies.

The Port Officer passed on the Chamber's representation to the Marine Department of the Government of Bombay, who in reply stated that the reasons for the delay were :—

(1) That the Marine Survey Department was under staffed.

(2) That it was inadequately paid.

(3) That it was not properly supplied with means of conveyance.

In addition the Government stated that the staff was recruited from the Royal Indian Marine. The emoluments of this service had recently been increased, so it was found

difficult to complete the survey staff which sometimes consisted of only two surveyors; also the increasingly complicated structure of ships and the stringent regulations of the Board of Trade required more and more time to be spent upon the survey of a ship. Thus two more surveyors were required; it was also reported that there were four to five surveyors for a port of the same magnitude in the United Kingdom. An expenditure of about Rs. 32,000, would be required if the additional staff were engaged and supplied with conveyances. The Government of Bombay also gave certain details with regard to the increase in fees necessary to meet the cost of the proposed increase in staff.

The Government asked for the views of the Chamber on these proposals especially on the question of (1), the proposed increase of staff; and (2), the probable effect of the enhanced fees on the shipping visiting the port.

In reply to the Government of Bombay, the Committee stated that, in their opinion, the necessity for increasing the staff was beyond argument and suggested that there should be five surveyors, one of whom could be permanently stationed at the survey office and be available for consultation. The Committee were further of opinion that, while the above would entail an increase in fees, this increase would be of less consequence than the loss involved on account of the delays caused by an inadequate staff; at the same time they pointed out that an increase in fees had been made as recently as December 1918.

In order to raise the additional revenue required, the Committee approved of the Government's proposals of an increase of 50 per cent. in the ordinary survey fees and that the fees for cargo boats should also be raised, but strongly opposed the introduction of overtime fees as leading to abuse.

The Committee also agreed that Sunday and holiday fees should be levied at the rate of Rs. 60 per visit and strongly opposed the suggestion that these fees should be per hour which was the pernicious system up to 1904, and suggested that these fees should be credited in full to the surveyor concerned, as was the custom of the Board of Trade. In conclusion the Committee suggested that three motor-cars were sufficient for five surveyors.

In August 1921, the Committee were informed that even the sanctioned strength of three surveyors had not been maintained and the whole survey work of the Port fell upon two men. This staff was so inadequate that even the turn-round of the mail steamer was endangered. The Committee immediately acquainted the Marine Department of the Government of Bombay with the gravity of the situation with the result that the services of a temporary surveyor were secured on the 14th October 1921.

On the 28th February 1922, the Bombay Legislative Council sanctioned an increase in the staff of two surveyors but on the 1st March 1922, the same Council refused to sanction a grant of Rs. 6,900 in order to increase the pay of the existing staff (*see* Official Report, Bombay Legislative Council, pages 564 and 605).

During March 1922, the Marine Department wrote to the Port Trust suggesting that the lattter should take over the whole matter of the surveying of the ships in the Port of Bombay. This proposal was unanimously rejected by the Port Trustees at a meeting held on May 9th, 1922. The reasons given for this rejection were (1), that the survey certificate must necessarily be everywhere accepted and this was more likely to happen if it were issued by Government than by a local body—similar certificates in the United

Kingdom were issued by the Board of Trade; (2), that it had nothing to do with the Port Trust work; (3), that the last year's working figures showed a heavy deficit and the Port Trust would have to start by immediately increasing the fees and this would be unpopular.

Early in August, 1922, the Government of Bombay informed the Chamber that the Government of India had intimated that they were unwilling to sanction any increase in the staff of the Marine Survey Department unless the fees for the survey of vessels were so revised as to cover the extra cost of the establishment and leave a margin of 5 per cent. to meet unforeseen fluctuations in receipts and small items of supplementary expenditure.

The Government of Bombay at the same time forwarded the two underquoted statements and pointed out that the revised scale of fees as recommended by them in 1921 would suffice to meet the cost of entertainment of four surveyors and the necessary menial and clerical establishment and leave a margin of 9½ per cent., while in order to entertain five surveyors and leave a sufficient margin for unforeseen items of expenditure, etc., the fees would have to be increased as shown in Statement B below.

The Government of Bombay accordingly enquired whether in the circumstances the Chamber considered that it was desirable that the survey of vessels in the Port of Bombay should be carried on by four surveyors, the fees being revised as suggested in 1921, subject to the modifications that no overtime fees were to be introduced and that the Sunday and holiday fees were to be fixed at Rs. 100 per visit instead of Rs. 60 per hour, or whether it should be carried on by five surveyors as originally contemplated, the fees being revised as in the note to Statement B.

STATEMENT A.

	Grade Pay.	Staff Pay.		
1st Surveyor	.. Rs. 650	Rs. 700 = Rs.	1,350	monthly.
2nd Surveyor	.. ,, 625	,, 500 = ,,	1,125	,,
3rd Surveyor	.. ,, 450	,, 450 = ,,	900	,,
		Rs.	3,375	,,
Motor car allowance Rs. 250 × 3		,,	750	,,
		Rs.	4,125	,,
			12	
		(*a*) Rs.	49,500	annually.
If a fourth surveyor is sanctioned, the cost will be :—				
Rs. 450 + Rs. 450 × 12 ..		Rs.	10,800	annually.
Motor car allowance Rs. 250 × 12.		,,	3,000	,,
		(*b*) Rs.	63,300	,,
If a fifth surveyor is sanctioned, the cost will be :—				
Rs. 450 + Rs. 450 × 12 ..		Rs.	10,800	,,
Motor car allowance Rs. 250 × 12.		,,	3,000	,,
		(*c*) Rs.	77,100	,,

Note.—(1) The above figures are exclusive of house rent allowance which may not be drawn by all the Surveyors.

(2) Grade pay depends upon the seniority of officer holding the appointment. The above figures will therefore vary.

Cost of Establishment.		Annually.
Clerical—Average monthly Rs. 546⅔ × 12 ..	Rs.	6,560
Menial— Monthly Rs. 124 × 12	,,	1,488
	Rs.	8,048
Contingencies	,,	1,500
Surveyors' Sunday and Holiday Fees	,,	1,500
(*d*)	Rs.	11,048
Total expenditure for 4 Surveyors (*b*) + (*d*)	Rs.	74,348
Total expenditure for 5 Surveyors (*c*) + (*d*)	,,	88,148

STATEMENT B.

The average annual income from survey fees is Rs. 48,000.

The following increase in the fees will be necessary in order to cover the cost of the scheme for (1) 4 Surveyors and (2) for 5 Surveyors.

	Under existing scales.	(1) Under proposed scales.	(2) Fees to be raised as shown in Note below.
	Rs.	Rs.	Rs.
Fees for Survey, Load Line and Docking Certificates and Miscellaneous various fees	40,950	61,425	73,710 (*a*)
Native-Passenger Ships Act Certificates	3,200	6,400	8,000 (*b*)
Pilgrim Ships Act Certificates	850	1,700	2,125 (*b*)
Cargo Boat Certificates ..	3,000	11,400	11,400 (*c*)
	48,000	80,925	95,235
Add—Engineers' and Engine-drivers' examination fees not drawn by Surveyors		1,500	1,500
		82,425	96,735

Note.—(*a*) Increase by 80 per cent., *i.e.*, the minimum survey fee of Rs. 40 raised to Rs. 72.

(*b*) Increase by 150 per cent.. *i.e.*, the present fee Rs. 32 raised to Rs. 80.

(*c*) No further increase is possible.

After consulting the various shipping companies interested the Committee informed the Government of Bombay that

they were advised that the conditions prevailing at the moment were somewhat less exacting than on the occasion of their last reference and they therefore considered that the minimum number of four permanent surveyors suggested in their previous letter would be sufficient to meet the present requirements of the port though its further development might necessitate reconsideration of the situation at a later date.

With regard to the financial arrangements proposed in the above connection the Committee stated that they had accepted the principle that an increase in the number of surveyors must necessitate an increase in the fees payable for their services. The Committee therefore repeated that they were prepared to agree to an increase of 50 per cent. in the ordinary survey fees and to an increase, also, in the fees for the survey of cargo boats. They observed that the proposals both to introduce overtime fees and to revert to the system regarding Sunday and holiday fees in existence prior to 1904 had been abandoned. In the latter connection, however, they considered that the rate now proposed, namely, Rs. 100 per visit, was unduly high and they suggested that it be reduced to the figure mentioned in their previous letter, namely, Rs. 60 per visit.

In conclusion the Committee noted that provision was made in each instance for a motor car allowance to each surveyor and they again expressed the opinion that three motor cars ought to provide adequate means of transport for four surveyors. A saving under that heading might accordingly be effected although it appeared from the statements submitted that such saving would merely increase the margin against unforeseen contingencies, etc. (*Appendix* R).

PORT DUES ON VESSELS CHARTERED BY GOVERNMENT.

(*See Reports* 1917, *pp.* 43, 348 ; 1919, *pp.* 124, 651 ; 1920, *Vol. I, page* 171 *and Vol. II page* 644).

As will be seen from this Chamber's Report for 1920 the Associated Chambers of Commerce of India and Ceylon, at the suggestion of this Chamber, addressed the Government of India in regard to the question of the exemption of Government vessels from port charges.

In May 1922 the Associated Chambers forwarded to this Chamber a copy of a letter that had been addressed by the Government of India to the maritime local Governments indicating the steps which the former Government was taking in regard to the above question.

The Government of India in their letter pointed out that the legal issue was one of considerable complexity. The various Port Trusts were governed not only by the Indian Ports Act but also by local Port Trust Acts, and the immunities conferred on Government vessels in respect of these Acts differed in character. Section 2 (1) of the Indian Ports Act conveyed a general exemption from the scope of that Act, but in practice it appeared that this had been limited to exemption from general port dues levied under Section 33 of the Act, and that where fees were charged by Port Trusts for specific services under Section 35, Government had hitherto not claimed exemption. Fees for such services were, however, more commonly levied under the local Port Trust Acts than under Section 35 of the Indian Ports Act. In fact, so far as the information of the Government of India went, pilotage was the only service charged for under the powers conveyed by Section 35 of the Indian Ports Act and, even here, the

practice was not universal, as pilotage fees were at some ports levied in accordance with the provisions of the local Act.

So far as the Indian Ports Act was concerned, therefore, there would appear to be little difficulty. The Government of India were prepared to limit the definition of Government ships in Section 2 (1) of that Act to the following categories:—

(*i.*) All vessels of war, that is to say, ordinarily all vessels flying the white ensign, but including, in times of war, mine sweepers and patrol vessels;

(*ii.*) Vessels of the Royal Indian Marine; and

(*iii.*) Vessels employed solely in the transport of troops and their families, military animals, military equipment, munitions of war and naval and military stores, including Royal Fleet Auxiliaries (Royal Field Ambulance) which are on the list of the Royal Navy and fly the blue ensign, and all Hospital ships and Ambulance transports.

This would mean that only Government vessels of the above categories would be exempt from port dues levied under Section 33 of the Indian Ports Act. Such port dues appeared to form a comparatively minor element in the total revenues of the various Port Trusts, and though they were credited technically to a Port Fund, they really formed part of the general revenues of the Port Trusts, as any surplus from the Fund was credited to the general revenues of the Port Trust, while deficiencies had to be made good from the Port Trust budget.

There remained for consideration the liability of Government vessels to fees levied under the Port Trust Acts and the similar classes of fees levied under Section 35 of the Indian Ports Act. In respect of such fees Government shipping

enjoyed no general immunity on the lines of Section 2 (1) of the Indian Ports Act, but a concession of a more restricted and complicated nature was conferred by Section 4 of the Army Tolls Act (No. II of 1901). Briefly, that section exempted certain classes of Government shipping and property from "tolls" as defined in the Act, but prescribed that "the local authority concerned shall, in addition to its duties in the embarking and disembarking of the same, perform and supply all such reasonable services and accommodation as may, from time to time, be required by the Government and shall receive payment for all such services and accommodation on such terms and for such periods as may, from time to time, be determined by the Government in consultation with such local authority."

It was thus clearly the intention of the framers of the Act to draw a general distinction between the general use of harbour facilities, on the one hand, for which the public were charged tolls and from which it was intended to exempt Government shipping and property of the prescribed categories, and on the other hand the rendering of specific services by public bodies such as Port Trusts for which it was admitted that Government claimed no exemption, but payment for which might be compounded by agreement. The difficulty, therefore, lay in distinguishing "general facilities" from "specific services." The Government of India stated that the question was recently examined by a Committee appointed by them in respect of the ports of Bombay and Karachi. They advised, for example, that dock dues in Bombay, berth fees in Karachi and wharfage in the case of horses, baggage, effects and carriages should come under the category of charges for general facilities, while night, holiday and Sunday work, cranage, transhipment, dry docking and such

sundry work as the supply of water, or the removal of rubbish, were to be considered as specific services for which payment should be made.

The Government of India, after giving the whole question their careful consideration, had come to the conclusion that the simplest and fairest solution both to Government and to the Port Trusts would be to extend this general principle to cover all dues, fees and tolls, whether levied under the Indian Ports Act or under the various Port Trust Acts, and to lay down definitely that Government shipping should only be exempt from those charges which were levied for the general use of port and harbour facilities and should pay in full for specific services rendered, subject (*i*), to mutual agreement as to terms as provided for in Section 4 (2) of the Indian Tolls (Army) Act and (*ii*), to the definition of "Government ships" as given above.

The Government of India asked the local Governments to enquire of the Port Trusts concerned whether they accepted the general principles stated above. If the replies of Port Trusts were generally favourable, it would then be necessary to settle in detail under which of the two categories of "general facilities" or "specific services" each particular charge would fall. The Government of India would, it was added, authorise a representative of the Director, Royal Indian Marine, to enter into detailed agreements with each Port Trust on the above lines. No amendment to the Indian Ports Act or the Indian Army Tolls Act would thus appear to be immediately necessary; though if and when the former of these Acts was recast, the opportunity might be taken to give statutory effect to the principles now laid down.

In replying to the Associated Chambers, the Committee, before proceeding to discuss in detail the steps which the

Government of India proposed to take in the matter, explained that the delay in answering their letter had been occasioned through their desire that, as the subject had been considered throughout in conjunction with the Bombay Port Trust, they should be in possession of that body's views on the further proposals of the Government of India before arriving at a final decision thereon.

As on the many previous occasions on which the matter had been under discussion the two main points at issue were :—

(1) As Government vessels were exempt from port dues under Section 2 (1) of the Indian Ports Act, to what categories could the definition of such vessels be more suitably and equitably limited? and

(2) What was the liability of Government to pay fees levied under the Port Trust Acts, for services rendered on account of vessels belonging to, or chartered by, them ?

With regard to the first point the Chambers had for several years past urged that the section in question should be so amended as to permit of the levy of port dues on all vessels belonging to, or chartered by, Government so long as they were not actually engaged in the conveyance of animals, equipment, munitions and military stores. Hitherto Government had not been disposed to accept this view but in their letter under reference they agreed to limit the definition of ships entitled to exemption under Section 2 (1) of the Indian Ports Act to all vessels of war, vessels of the Royal Indian Marine, vessels employed solely in the transport of troops and their families, military animals and equipment, munitions of war, naval and military stores, and all hospital ships and ambulance transports. So far, the Committee considered the Government of India's proposals were reasonable and

they were prepared to accept this definition as a satisfactory solution of the first point.

There remained the question of the liability of Government vessels to other fees, especially those levied under Section 35 of the Act. This question was considered at some length by the Committee appointed by Government in 1920 with whose conclusions the Bombay Port Trust and this Chamber were able to agree. The Government of India, in their letter under reference, while purporting to be guided by the advice of that Committee, did not appear, however, to accept their recommendations but recommended a procedure which, in the opinion of this Chamber, would be both complicated and unsatisfactory.

The proposals of the Committee were, briefly, that all ships in Government service, or belonging to Government (except men-of-war) embarking or disembarking troops should pay all dues, rates and charges, excepting the port dues in the case of Government vessels exempted under Section 2 (1). Horses baggage and other effects and carriages of troops should also not be charged wharfage if within the scheduled equipment of the unit. In return for this liability to pay all ordinary dues the Committee considered that the capitation which had previously been paid at Bombay at the rate of Rs. 2 for each man landed or embarked should be abolished. As already stated the Trustees accepted the Committee's proposals in which were subsequently included an understanding that Government would allow the Trustees to charge for the temporary occupation of transit sheds used for trooping purposes.

Instead, however, of accepting these proposals, which were apparently simple and satisfactory and in accordance with the principle laid down by the Committee that all charges

normally due from the public to the Port Trust should be regarded as equally due from Government, the Government of India now contended that it would be simplest and fairest to divide the charges in question into those levied for general port facilities and those levied for specified services; that Government should be exempt from the former and should pay for the latter at rates to be decided by mutual agreement between each Port Trust and a representative of Government.

The objections to the Government of India's counter-proposal were many and obvious. In the first place it departed from the simple principle laid down by the Committee that Government should pay the same rates as private ships with the exception of the special exemption from port dues. Secondly, it necessitated the division of the charges into the two different categories, of itself a matter of very considerable difficulty and in regard to which the prospects of agreement between the parties concerned were very remote. Thirdly, it laid down no principle on which the payment for specific services should be made. The representative of the Government of India would naturally, and rightly from his point of view, maintain, however, that the specified services should be paid for at the same rate as private ships pay for exactly the same work. The Port Trust, on the other hand, would equally naturally claim that the charges should be such as would cover the total expense to the Trust of the ship's working in the docks, if not also the loss to which the Trust was exposed by the shutting out of cargo. Furthermore the Committee of the Chamber considered that the idea of separate agreements in the case of each Port Trust was open to very serious objections, not the least of which would be the constant discussions as to whether one Port Trust was better treated in the matter of rates than another to which it would inevitably give rise.

After careful consideration, and more especially for the reasons given in the foregoing paragraph, the Committee stated that the proposals outlined in the Government of India's letter, while meeting their views so far as the definition of Government vessels under Section 2 (1) was concerned, were extremely unsatisfactory in all other respects. They were accordingly of opinion that the Government of India should be advised to that effect and their attention again invited to the recommendations of the abovementioned Committee, which appeared to provide the most satisfactory and, at the same time, equitable solution of the difficulty.

About the same time as the above letter from this Chamber was despatched to the Associated Chambers of Commerce a further letter was received from the latter body giving cover to a copy of their reply to the Government of India. In this letter the Associated Chambers stated that at first sight the proposals appeared attractive enough but closer investigation had shown that, in the case of some ports, at any rate, the proposals, if given effect to, would be less favourable to the Port Authorities than the existing procedure. This, it was stated, was particularly the case with Calcutta and Rangoon. The position as explained by the Port Commissioners in each instance to their respective Local Governments indicated that further consideration would have to be given to the matter and the Association requested that they might be informed in due course as to the extent to which the Government of India proposed to revise their conclusions. Subsequently the Associated Chambers in forwarding the Government of India a copy of this Chamber's letter drew attention to the strong opposition their proposals had aroused and again requested to be advised of the extent to which the Government of India were prepared to modify the procedure outlined in their letter. (*Appendix* S-1).

INCREASE IN BOMBAY PORT TRUST WHARFAGE RATES.

(*See Report* 1921, *Vol.* 1, *page* 171).

The Committee again in April 1922 addressed the Bombay Port Trust in regard to the amendments in the Dock Scale of Rates introduced with effect from the 1st January 1922. (For summary of previous representation see page 171 of Volume I of the Chamber's Report for 1921).

In this connection the Committee emphasized the fact that they did not desire in any way to comment upon the extent to which the Trustees had found it expedient to increase the charges in question. Further representations, however, had been addressed to the Committee upon the subject and as a result of the enquiry which they had caused to be made, they were unanimously of opinion that the shortness of the notice provided in the case under reference had proved to be a matter of such grave inconvenience to trade in general that they had no alternative but to address the Trustees again upon the subject. The Committee, accordingly brought the following points to the notice of the Trustees, and desired the Board, containing as it did a large percentage of business men, to give the arguments adduced in the following paragraphs their closest and most sympathetic consideration at a very early date.

In the first instance the Committee observed that sales of produce to Europe, for reasons which must be obvious to the Trustees, were at the moment almost invariably made for delivery three or four months ahead. Indisputable evidence had been submitted to the Committee in this connection from which it was abundantly clear that exceedingly heavy losses were incurred by many exporters in Bombay owing to the in-

adequate notice afforded on the occasion of the last enhancement of the rates and the Committee considered that the matter was one of such urgency and importance as to call for a definite pledge from the Board that on all future occasions a minimum notice of two months would be given to the Commercial community before any further enhancement of the existing rates of wharfage charges was effected.

Attention was also invited in this connection to the fact that it was the policy of the Indian railway administrations, as exemplified in Regulation 31 (*h*) of the Rules and Regulations of the Indian Railway Conference Association, to effect no enhancement of rates payable by the public until after one month's previous notice had been given and that in recent times it had been their practice to give two months' notice of such increases. The Committee realised that, in accordance with the provisions of Section 43B of the Bombay Port Trust Act, 1879, as amended by Bombay Act (I of 1899) the scale of charges, including amendments thereto, framed by the Board must be submitted to Government in the first instance for sanction and that such procedure necessarily entailed delay but they submitted that that was a question which should be represented urgently to Government by the Board. The Committee also forwarded a copy of their letter to the Port Trust to the Government of Bombay for their information.

In acknowledging receipt of the Chamber's communication the Port Trust stated that, while the Trustees greatly regretted any loss or inconvenience caused by the shortness of the notice given (a shortness due largely to the Board's unwillingness to increase the rates till it was proved absolutely necessary to do so), they were unable to give a pledge which would be inconsistent with the provisions of the Act under which the admi-

nistration of the Port was carried on; more especially as the period of notice for which a pledge was asked would be, according to the Chamber's letter, insufficient to cover all forward contracts for sale and delivery of produce.

It was added that the Board would, however, undertake to give as long a notice of any change in the rates as was possible, and in order to prevent the period of notice being unduly shortened by any delay on the part of Government in sanctioning the change proposed, the Board would, when forwarding their proposals to Government, furnish the Chamber with a copy of them so that merchants might have the longest possible warning of the proposals. A similar procedure would, it was stated, be followed in the case of any reduction of rates, and a hope was expressed that these arrangements would render any complaint of shortness of notice, such as had occurred in the instance under discussion, unnecessary in the future. (*Appendix* S-2).

ASSESSMENT OF REAL VALUE FOR CUSTOMS DUTY PURPOSES.

The Collector of Customs in January 1922 notified the Chamber that as the Government of Bombay had sanctioned an increase by the Port Trust of 50 per cent. on the scale of wharfage charges with effect from 1st January 1922, it had been decided by the Commissioner of Customs, Salt and Excise, Bombay, to increase with effect from 1st February 1922 the rate of landing charges from 2/3 per cent. to 1¼ per cent., *i.e.*, from Re. 1 to Rs. 1-14 per £ 10 or Rs. 150, for purposes of assessment of real value of imported goods under section 30 (*b*) of the Sea Customs Act.

SORTING OF CONSIGNMENTS OF METALS AT THE DOCKS.

A member, towards the end of March 1922, drew the attention of the Committee to the unsatisfactory system of clearing import cargoes at the Docks and more particularly consignments of iron and steel which, it was alleged, were frequently landed in such a mixed condition that it was impossible to clear the goods without incurring late fees and with the recent increase in the Port Trust charges the latter had become an exceedingly heavy item.

It was stated that this question had become so acute that metal dealers had combined to refuse to buy exception "ex bunder" terms in order to throw on the importers the onus of a condition of affairs which the dealers found insupportable.

The following instance in particular was quoted :—

S. S. "Nevasa."

General landing date	..March 18th.
Goods landed	„ 22nd.
Last day (including one holiday) ..	„ 24th.

The metal in this shipment was landed in a mixed condition and at the time of writing, *i.e.*, the 27th March, 35 bundles of galvanized corrugated sheets were still missing. The member stated that under the existing rules they would be charged with late fees on this lot.

The member further stated that as they incurred considerable expense in having their goods properly marked they saw no reason why their goods should be mixed with other consignments on landing. The landing was done by the Port Trust and it was, they averred, unfair that they should be so heavily penalised for conditions which, in their opinion, should

never arise. It was suggested therefore that proper steps should be taken to sort consignments of metals on landing and also that days of grace should be given to consignees whose goods, through no fault of their own, were landed in a mixed condition, or, through congestion in the sheds, were not traceable.

In addressing the Bombay Port Trust in the matter the Committee stated that they had been advised that consignments of metals were almost invariablylanded in such a mixed condition that it was impossible for importers to clear their goods without incurring late fees the incidence of which, as a result of the recent increase in the Port Trust charges in that connection had become unduly burdensome.

The Committee added that they were aware that it was the practice of the Port Trust to refund the amount of such charges in cases in which it could be clearly shown that the delay was due to faulty landing but inasmuch as the majority of importing houses incurred considerable expense in order to ensure that their goods were properly marked the Committee considered that it was manifestly unfair to penalize such importers on account of circumstances over which they had no control. The question whether the impost was eventually refunded or not did not appear to the Committee in any way to affect the general question of principle involved. The Committee accordingly pressed that the question of the desirability of introducing in the docks a more effective system of sorting consignments upon landing, and consignments of metals in particular, might be considered by the Board of Trustees at the earliest possible date.

The Port Trust, in reply, stated that, with regard to consignments of corrugated iron sheets, great difficulty was experienced in sorting and stacking to Bill of Lading marks

as although clearly marked the range of marks and countermarks was very numerous, with frequently only the difference of a single letter of insignificant size to distinguish one consignment from another. The Port Trust therefore requested that these difficulties might be brought to the notice of consignees with a recommendation that they should arrange with their shippers at home to increase the size of individual marking and reduce the range of marks as much as possible.

Copies of the above correspondence were accordingly circulated to all members for their information. (*Appendix* S-3).

LANDING OF CARGO BY NIGHT IN THE BOMBAY DOCKS.

At the suggestion of a member of the Chamber the Committee on the 26th June 1922 drew the attention of the Trustees of the Port of Bombay to the provisions of By-Law No. 79 of the By-Laws for the Regulation and Management of the Docks which reads as follows:—

> "79. The Trustees will accept no liability or responsibility whatsover in respect of goods landed at night."

In the above connection the Committee submitted that, in a modern port like Bombay, the necessity for such a regulation no longer obtained as the existing system of lighting in the docks was such that no greater difficulty was experienced in landing cargo by night than by day. Moreover the steamer had to pay the charges for sorting cargo landed at night. In the circumstances the Committee stated that they were strongly of opinion that the time had arrived when the Trustees should accept full responsibility for all cargo as soon as it was in their charge whether it was landed by day or night.

The Committee added that it had also been represented to them that the existence of the by-law under reference tended to nullify tallies by day and in this connection they referred to another matter which merited the earnest consideration of the Trustees at an early date, namely, the necessity for an improvement in the existing system of "tallying" import cargo.

It had been the common experience of the members of this Chamber for a considerable time past that the receipts issued by the Docks Manager under By-Law 81 did not account for all the packages actually discharged into his keeping and, further, that the Remark Lists more often than not were in accurate on account of the use by the tally clerks of remarks which were not in accordance with the condition of the packages. The Committee asserted that if a comparison were made between the receipts granted to Masters and Owners of vessels, say, during the past six months and the actual outturn of the vessels in question, it would prove the force of their contention and show how many opportunities for abuse were presented by an incorrect system of tally.

The Committee accordingly suggested that simultaneously with the acceptance by them of responsibility for all cargo entrusted to their care, whether landed by day or night, the Trustees should arrange for a revision of the existing system of "tallying" cargo and the passing of remarks thereon, particularly in the case of iron-bound packages. In the latter connection the Committee could not foresee any serious objection to the adoption of a system whereby remarks should be passed as to the actual condition of the package concerned at the time of landing and the same noted on the tally sheet, together with the number of the package. They were strongly proposed to the system, so prevalent at the moment, of

omitting all reference to such numbers or of grouping several packages together.

In conclusion the Committee reiterated that, in their opinion, it was essential in the interests of the Port that the Trustees should take immediate steps (*a*), to delete By-Law 79 and accept full responsibility for all cargo received into their charge, whether landed by day or night; and (*b*), to effect an immediate improvement in the system of tallying cargo upon the lines indicated above.

The Port Trust in replying to the Chamber, in November 1922, stated that the Chamber's letter dealt with two matters (1) the liability of the Port Trust for goods landed at night and (2) the tallying of and remarking on cargo, and they considered that these two matters should be kept entirely distinct, because if the system of tallying and remarking by day was unsatisfactory, it was obviously desirable to improve it before night work was put on the same footing as day work.

The Port Trust admitted that mistakes and omissions undoubtedly did occur in tallying and the only method of improvement was close supervision and a raising of the standard of the clerks employed. It was stated that close attention had been given to both these points during the previous four months and it was believed that there had been a considerable increase in the accuracy of the tallies kept. In very few instances had the short tally amounted to more than 2½ per cent. for general cargoes, while for bag cargoes the percentage was much lower. This, it was admitted, did not represent a standard of perfection but it was believed to compare very favourably with tallies of other ports in India and the Chairman of the Port Trust desired to be informed of

any bad instances which had come within the knowledge of the Committee of the Chamber.

As regards remarks the Port Trust stated they were quite prepared to try the system suggested by the Chamber whereby the tally clerks would themselves make the remarks at the time of tallying, instead of, as at present, for such remarks to be made by a special staff whose sole duty it was to pass remarks on the cargo as it was discharged on the quay. The Port Trust doubted however whether the result would be satisfactory as the tally clerks who had to work rapidly would have little time between slings to identify the numbers and marks for a correct preparation of remarks as well as keeping their own tally sheets correctly.

With regard to the proposal that the Trustees should accept liability and responsibility in respect of goods landed by night they observed in the first place that the existing lighting was not sufficient for the close checking of marks on cargo at night. It was stated that the lighting was primarily intended to allow of ships working if they desired to do so and to afford protection against theft, but a much greater amount of lighting would be necessary to allow marks to be examined and the condition of goods to be noted. The Port Trust added that it was true that in Calcutta responsibility was accepted for cargo discharged at night as it was for cargo landed by daylight. In Calcutta, however, broken or damaged packages were not permitted to be discharged at night, and this necessarily meant the return of a large number of articles into the ships or their remaining on the quay, entirely at the importer's risk, while in Bombay broken articles landed at night were stored by the Port Trust. The chief difference however in procedure between Calcutta and Bombay was

that in Calcutta the owners of the goods were bound to remove the goods from the premises of the Port Commissioners within three days from the time of landing; after that time the goods lay on the premises at the risk and expense of the owner. Similarly if a claim were made against the Port Commissioners, application for survey must be made within the three days from the date of landing. In Bombay there was no time limit for liability and goods remained in the charge of the docks till they were delivered. This, it was asserted, of course give a protection to the Calcutta Port Commissioners, which the Bombay Port Trustees did not possess, and it was obvious therefore that the former could take greater risks as regards the landing of cargo; in other words the rule, so far as it worked harshly, worked against the importer, while in Bombay it was against the shipowners. The Port Trust added that if the Chamber preferred the Calcutta system, the Chairman would be prepared to consider it, but such a drastic change could not be made without considerable discussion and without amendment of the By-Law.

The Port Trust further asserted that if responsibility for cargo landed at night was to be accepted as suggested by the Chamber the lighting in the docks would, as already indicated, have to be improved. It was necessary for the protection of the Trustees in view of their existing liability that cases, bags and bales must be carefully examined for such defects as "nails started" in cases, "torn and stained" for bags and "covering torn" for bales, and it was contended that if the Chamber complained about the accuracy of such remarks in the case of cargo landed by day, it was obvious sufficient lighting must be available for the required standard of accuracy at night. The expense of additional

lighting would have to be recovered by an increase of charges. Similarly as regards staff, if the same standard of care and responsibility was to be prescribed, the staff would have to be the same for night work as on day work. Taking a rough estimate, this would entail, on account of staff alone, an increase in the night work fee of at least Rs. 20 per ship.

In regard to the Chamber's contention that the existence of the by-law regarding night work nullified tallies by day, the Port Trust asserted that the existence of the by-law had certainly no unfavourable effect on the day tallies because goods short landed at night were assumed for purposes of liability to have been discharged by day.

Briefly stated, therefore, the conclusion of the Port Trustees seemed to be that if the shipowners desired the Trustees to accept the same responsibility for night working as for day working they would have to pay an increased rate on account of improved lighting and an increased staff, and it seemed probable that even then the Trustees would have to take special precautions to guard themselves against undue claims. The Chamber was asked therefore to consider the matter further in the light of the foregoing considerations and thereafter, it was added, the Chairman of the Port Trust would be glad to consider the matter again or to meet any of the Chamber's representatives to discuss the question.

The whole question has now been referred by the Committee of the Chamber to a representative Sub-Committee for consideration and report. (*Appendix* S-4).

DISCHARGE OF PETROL IN BULK IN BOMBAY.

(*See Report* 1921, *Vol.* I, *page* 216).

As was noted in the Chamber's report for 1921, the Trustees of the Port of Bombay, after the failure of the attempt to moor the S.S. Aungban sufficiently near the new pier head at Pir Pao to permit of the discharge of the petrol through a flexible pipe line on the pier, decided to modify the design of the pier head and to fill up the arches and construct the pier head of solid block work throughout. It was expected that the eastern half of the pier head would be completed by May 1922,so as to allow of a petrol ship up to 360 feet in length being berthed alongside.

In May 1922 the Chief Engineer of the Bombay Port Trust reported to the Board that the S.S. Singu with a cargo of about 3,350 tons of petrol arrived in the harbour on Tuesday the 2nd May and came alongside the Pir Pao Oil Pier at 3-30 p.m. on the same day. The Chief Engineer added that steam and oil pipe flexible connections were made to the steamer and pumping commenced at 4 p.m., water being pumped through to the Tank Storage Co.'s tanks at Sewree till 6 p.m.

Petrol was pumped as follows :—

3rd	May	from	6-30	a.m.	till	7-0	p.m.
4th	,,	,,	6-5	,,	,,	7-5	,,
5th	,,	,,	6-25	,,	,,	2-15	,,

The total time occupied in pumping the petrol was 33 hours 10 minutes, the rate of delivery being 100 tons per hour; this was considered a most satisfactory performance. The pipe line was perfectly tight during the pumping operations and no leaks were reported.

The pipe line was efficiently patrolled during the whole time and the new telephone, departmentally laid, worked well between ship pump and boiler houses and installation. During the whole time the ship lay quite quietly moored to the pier head though both strong winds and currents obtained.

SETTING IN OR BURSTING OF THE MONSOON.

The Meteorologist, Bombay, informed the Chamber that the Monsoon set in on the Malabar Coast on the 30th May 1922, and reached Bombay on the 1st June 1922.

WEATHER WORKING DAYS.

The following days during the monsoon months of 1922 were declared by the Committee of the Chamber to be half and non weather working days, respectively, for steamers in the Docks :—

Tuesday, 20th June	..	Non-weather working day.
Monday, 26th June	..	Do.
Monday, 3rd July	..	Half-weather working day.
Wednesday, 19th July	..	Non-weather working day.
Friday, 21st July.	..	Do.
Saturday, 22nd July	..	Half-weather working day.

The Port Officer, Bombay, also declared the following days to be non-weather working days in the stream :—

Monday, 26th June.

Thursday, 6th July.

DISCHARGE OF SEWAGE INTO THE HARBOUR.

Mr. F. C. Annesley, one of the representatives of the Chamber on the Board of Trustees of the Port of Bombay, early in August 1922, drew the attention of the Committee of the Chamber to a resolution passed by the Board by which it was decided to address the Bombay Municipality regretting the inability of the Trustees to agree to a scheme submitted by Mr. F. D. Watson, M.Inst. of C.E., of Birmingham, for the disposal of the sewage of Bombay as they considered it would involve very serious probabilities of injury to the port and harbour.

As is well known, at the present moment the sewage of Bombay outflows into the sea at Love Grove. This practice is admitted on all sides to be not only objectionable but also unhealthy. As a consequence the Municipal Corporation obtained the services of Mr. Watson, in 1920, to survey and report on the sewerage and sewage disposal of the city. Mr. Watson's main proposal was that the sludge should be separated from the sewage by means of settling tanks at Antop Hill and deposited on the marches between Trombay and Salsette and that the effluent, free from screenings and sludge, should be put into the harbour at Trombay.

The Bombay Port Trust arranged for the appointment of two Harbour Engineers, Sir Maurice Fitzmaurice, C.M.G., M.Inst. C.E. and Mr. G. W. Humphreys, C.B.E., M.Inst. C.E., to furnish an independent report to the Board on the Municipal scheme. Their report was in general agreement with a previous report on the same subject submitted by the Chief Engineer to the Port Trust and they strongly opposed the adoption of Mr. Watson's proposal for the disposal of the sludge as being likely to be "a menace, not

only to the harbour but to the country generally around." While condemning Mr. Watson's scheme as a whole they agreed to one portion of it, and that only with the added condition of the effluent being carried by a pipe of 1½ mile long from the shore at Trombay to the middle of the harbour.

Two alternative schemes were proposed by the Chief Engineer to the Port Trust. The first was that settling tanks should be placed as proposed in Mr. Watson's scheme at Antop Hill, but that the effluent should be returned to Love Grove and there discharged into the sea while the sludge should be pumped to elevated tanks near a small jetty at Trombay and the reloaded into tank steamers for discharge at sea. The alternative proposal was that there should be a sewage discharge on the Prongs Reef, south of Colaba.

The Committee of the Chamber have requested Mr. H. G. Cocke, one of the representatives of the Chamber on the Municipal Coporation, when the matter comes before the Corporation or Standing Committee again, to place on record the considered opinion of the Committee of the Chamber that the execution of the scheme suggested by Mr. Watson would involve very serious probabilities of injury to the port and harbour and that they are not prepared to agree to the same until such time as the consensus of expert opinion shall be to the effect that no undue pollution of the waters of the harbour is likely to result therefrom.

Mr. Watson and another two experts engaged by the Municipality arrived in India early in December 1922, to examine the scheme on the spot, and it is understood that they are discussing the matter with the Drainage Committee of the Corporation and representatives of the Bombay Port Trust. (*Appendix* T 1.)

DEVELOPMENT OF BOMBAY.

Reclamation and Development of East Colaba.

The Development Department of the Government of Bombay, early in January 1922, forwarded to the Chamber, for information, a copy of the under-quoted Press Note in regard to the development of Colaba (Eastern Section) :—

The following Government Resolution, Development Department, No. S. A.—4828, dated the 14th December 1921, is published for general information :—

"Government have had for some time past under their consideration the possibility of undertaking a combined reclamation and development scheme in Colaba, the reclamation being on the harbour side of the island. Mr. A. E. Mirams, Consulting Surveyor to Government, submitted, in May 1919, an outline of such a scheme, providing for the reclamation of about 139 acres, and the development *inter alia* of the large areas now occupied by the Cotton Green and the G. I. P. and B. B. and C. I. Railways. Mr. Mirams submitted figures indicating that in his opinion the scheme would be highly profitable.

2. In 1920 Government arranged that the estimates of the cost of acquisition of land and buildings underlying Mr. Mirams' figures should be examined by Mr. R. H. A. Delves, Estate Agent, City of Bombay Improvement Trust, and that Mr. Mirams' proposals in regard to reclamation should be reported on by Sir George Buchanan. After consideration of the reports of these gentlemen Government decided that for the present

attention ought to be concentrated on that portion of Mr. Mirams' scheme which involved the reclamation of land from the sea, and that consideration of his larger proposal ought to be postponed, until the Cotton Green had actually been transferred or was about to be transferred to Sewri, and until the Railways and the Military were ready to move out of the area to which Mr. Mirams' scheme related. The Development Directorate was then instructed to submit proposals.

3. The Director of Development has now submitted preliminary proposals, a preliminary lay-out plan by the prepared Land Manager, and a provisional rough estimate prepared by the Chief Engineer, Reclamation Branch.

4. The scheme provides for the reclamation of 131·75 acres, and the whole area to which the scheme relates, including 2·28 acres proposed to be acquired, amounts to 134·03 acres to be distributed as under :—

	Acres.
Building sites	84·84
Open spaces	7·98
Roads	41·21

The net building area is thus approximately 4·1 lakhs of square yards.

4. The total expenditure required, including cost of reclamation, acquisition of land, construction of roads, with drains and lighting, and the lay-out

of open spaces is estimated at approximately Rs. 87½ lakhs, to be expended as under :—

	Rs.
1st year	13 lakhs.
2nd ,, ...	11 ,,
3rd ,, ...	14 ,,
4th ,, ...	12 ,,
5th ,, ...	25 ,,
6th ,, ...	12½ ,,
Total Rs. ..	87½ lakhs.

Allowing for interest on capital throughout at 7 per cent. it has been calculated that the total cost of each yard of the developed building area at the end of the 6th year from the commencement of expenditure on the scheme will be rather less than Rs. 26.

5. In view of the information which has been placed before them and which is summarised above, Government have decided that the East Colaba scheme should be approved administratively and that the Chief Engineer, Reclamation Branch should be instructed to prepare and submit for sanction detailed plans and estimates, in time, to enable work to be started in October 1922, if the detailed estimates have meanwhile been sanctioned and if funds have been provided in the budget for 1922-23. In the event of the amount of the detailed estimates for work differing materially from the total of the rough estimates underlying the figures quoted above, Government propose to re-consider the scheme, and it should

be understood that no expenditure on works in anticipation of sanction to the detailed estimates has been, or will be, authorised.

6. Mr. W. R. Davidge, Consulting Town Planner, should be requested to place before Government his proposals for the lay-out of this area.

7. Copies of this Resolution should be forwarded to all members of the Legislative Council and they should be requested to refer to Mr. Davidge's preliminary lay-out plan of the Back Bay Reclamation on which they will find the proposed East Colaba Reclamation clearly marked. They should be informed that it is the intention of Government, provided that the detailed estimates which have been called for do not differ materially from the rough estimates referred to in this Resolution, to ask for a grant of Rs. 13 lakhs in respect of this scheme in the budget for 1922-23.

The total expenditure involved in the scheme, including interest at 7 per cent. during the six years required for the completion of the works, has been calculated at Rs. 1,06,38,900. This is the expenditure to which Government will be committed in the event of the Legislative Council voting the grant to be asked for in next year's budget. The above figure divided by 4,10,626, the number of square yards in the estimated building area, gives the amount of just under Rs. 26 per square yard, which has been stated in paragraph 4 as the estimated cost to Government of each square yard of land, completely developed, six years after the work is commenced."

DEVELOPMENT OF BOMBAY.

RETENTION OF EXISTING RECREATION GROUNDS.

(See *Report*, 1921, *Vol. I, page* 185.)

The European Association, Bombay Branch, in January 1922, forwarded for the information of the Chamber a copy of the following resolution which had been passed by the Committee of the Association and copies of which had also been sent to the Government of Bombay and the Bombay Municipal Corporation :—

> "That the Committee of the Bombay Branch of the European Association are of opinion that the open space known as the Cooperage should be reserved for public use as a pleasure and playground for use of the citizens of Bombay, especially the residents of the Fort and Colaba. That the southern portion, approximately one-third of the whole of the Cooperage, be reserved as a children's playground, and that the remaining portion be used primarily for games, such as football, hockey, etc., and for the public use generally as a gymkhana ground. The Committee especially appeal for consideration of adequate playground facilities for the children of Indian, European, and Anglo-Indian residents of the Fort and Colaba in view of the fact that the foreshore between Cuffe Parade and Church Gate Station will be lost for ever to the public as a healthy playground for children owing to the acquisition under the Land Reclamation Scheme by the Director of Development, and also that the Cooperage may still be retained as a public

sports ground for Naval and Mercantile Marine visitors and others who have for many years enjoyed the use of the Cooperage as a recreation ground.

2. That the above applies with equal force to the Marine Lines maidan, which is shown on the official plans as being built over for office buildings, and which proposal this Committee view with alarm; that the Committee of the Bombay Branch of the European Association emphatically suggest that no open space that is at present used for pleasure and recreation purposes should be diverted to other purposes.

3. That the Committee observe there is no prospect of there being sufficient open air spaces necessary for the health and recreation of the population of the city, and that it is a matter of considerable doubt whether the proposed areas on the Directorate of Development plans will prove satisfactory owing to their exposed position and the damaging effect on vegetation by sea water, etc.

4. That His Excellency the Governor-in-Council be informed and earnestly asked to take such administrative and legislative action as will ensure the retention of the Cooperage, Marine Lines maidan and other open spaces as public recreation grounds for all time or at least until such time as adequate and satisfactory provision has been made, and land actually handed over to the public, for pleasure and recreation purposes for children and the citizens generally."

The Committee of the Chamber in addressing the Bombay Government in the matter stated that they were in complete agreement with the terms of the resolution, and in particular strongly endorsed the request for immediate action being taken to ensure the retention of the Cooperage, Marine Lines maidan and other open spaces as public recreation grounds for all times or at least until such time as adequate and satisfactory provision had been made, and land actually handed over to the public, for pleasure and recreation purposes for children and the citizens generally.

In acknowledging receipt of the Chamber's communication the Government of Bombay forwarded a copy of a letter that they had addressed to the European Association in the above connection, in which it was stated that the Cooperage and the Marine Lines maidan vested in the Bombay Improvement Trust under Section 60 (1) of the City of Bombay Improvement Trust Act, 1898, and that under Section 60 (4) of that Act the sites in question had been appropriated as open spaces subject, however, to the following condition :—

> "That the by-laws to be framed by the Board for the management of the area under Section 94 (1) (c) of the City of Bombay Improvement Trust Act, 1898, shall provide for the * * * making any portion of the open space that may be required, available, on the requisition of Government, for any temporary Government purpose."[22]

It was added that the suggestions in Mr. Davidge's plan regarding the re-arrangement of open spaces, published under Press Note, Development Department, No. S. A.

4197, dated the 25th October 1921, to which the Association obviously referred, merely indicated what might ultimately prove to be suitable and it was emphasized in the Press Note that the layout was only a preliminary one. Before the diversion to other purposes of any existing open space was decided on, ample opportunity would be given by the Development Department to all interested parties to consider the actual proposals and to express their views. No action of this nature was, however, contemplated at the present stage of the development scheme.

In conclusion Government stated that, with regard to other open spaces not vesting in the Improvement Trust, the matter was under separate consideration. (*Appendix* T-2).

FORCE MAJEURE CLAUSE IN PIECEGOODS CONTRACTS.

The India Section of the Manchester Chamber of Commerce towards the end of July 1922 informed this Chamber that in view of the contract conditions obtaining with all the large producing sections of the Lancashire trade, it was strongly felt that in the interests of mutual trading and to secure uniformity in the different markets of India the time had come when the Bombay terms should be revised, so as to allow in cases of *force majeure* a period of one month after the due date of shipment during which buyers would agree to take the goods without allowance with the extension required.

The clause in question as it stands at the moment reads as follows :—

> " Should, however, the delay be due to occurrences such as storms, fire, war, tempest, frost, flood, drought,

strikes, lock-outs, accidents at mills, warehouses, railways, canals and the like, or any other causes beyond human control, the buyers shall have the option of cancelling or accepting such goods without an allowance in either case."

The revised version which Manchester shippers desired to substitute reads as follows :—

"Should, however, the delay be due to occurrences such as storms, fire, war, tempest, frost, flood, drought, strikes, lock-outs, accidents at mills, warehouses, railways, canals, and the like, or any other causes beyond human control, the buyers agree to take the goods with the extensions required without allowance if such extension does not exceed one month. Should a longer extension than one month be necessary, the buyers shall have the option of cancelling or accepting the delayed portion of their contract without an allowance in either case."

The India Section expressed a hope that this Chamber would agree to the revision, which, it was stated, had been generally, in practice, conceded recently and was in accordance with the contracts which the Executive of the India Section were at the moment negotiating with the producers at home as well as with other Indian Markets.

In this connection, the India Section pointed out that the risk of delay in the execution of contracts caused by strikes and other forms of force majeure could not be calculated exactly. A fortnight's strike might conceivably bring about a consequential delay of more than one month and thus by asking for one month's latitude, Manchester merchants were

by no means entirely protected and were recommending a shorter limit than they might possibly be forced to concede in the case of goods which passed through various processes, as at the moment one month's latitude was required for each process through which goods had to pass. It was added that a similar letter was being sent to the Karachi Chamber of Commerce and the Bombay Native Piece-goods Merchants' Association.

The Committee of this Chamber in the first instance consulted a representative Sub-Committee of the trade, formed to advise them in regard to the proposal and other matters of a cognate nature, and in replying to the Manchester Chamber stated that, while they were unanimous in considering that the proposed alteration was eminently reasonable, they were not satisfied that concerted action with a view to enforce its acceptance by the Bombay dealers was desirable at the moment.

The Committee morever observed that so far as they could ascertain the matter did not appear to have been the subject of any general reference on the part of importer's corresponding export houses in the United Kingdom, and the Committee were prompted thereby to suggest that quicker and more satisfactory progress would probably be achieved if the India Section of the Manchester Chamber could see its way to institute enquiries at home with a view to eliciting the opinions of exporting houses direct.

The Committee added however that the question had been referred to members of the Chamber and as soon as they were in a position to formulate and express a more decided opinion thereon, they would again communicate with the Manchester Chamber on the subject.

In forwarding to all piece-goods importing members of the Chamber a copy of the letter from the Manchester Chamber, the Committee requested them to submit their views on the subject, in consultation with their corresponding export houses. (*Appendix* U-1).

REDUCTION IN MANUFACTURING COST OF MANCHESTER PIECE-GOODS.

The Committee of the Chamber were approached in October 1922, by a member with an enquiry as to whether it would not be possible for this Chamber to secure the co-operation of other Chambers in India in putting forward an united protest to the Manchester Chamber against the high charges of the bleachers, dyers and printers of cloth in the United Kingdom. It was stated that the bleachers, dyers and printers, owing to the existence of strong combines and price rings, had not brought their prices down to an economic level, although manufacturers and spinners had undoubtedly cut their prices to the keenest possible point.

After consulting the Import Sub-Committee, the Committee in replying to the member stated that they were of opinion that the matter under reference was one which could best be dealt with by exporters in the United Kingdom and that direct action by the Chambers of Commerce in this country upon their own initiative was likely merely to embarrass exporting houses at home. At the same time the Committee considered that a move in the direction indicated might with advantage be made by individual importing firms in this country through their home connections, as and when they felt that such a course was desirable. (*Appendix* U-2).

COTTON TRANSPORT BILL.

(*See Report*, 1918, *pp.* 64, 335; 1921, *Vol.* I, *page* 195.)

The Government of Bombay towards the end of April 1922, forwarded to the Chamber for an expression of opinion thereon a copy of a resolution that they had received from the Government of India in connection with a Bill to provide for the restriction and control of the transport of cotton in certain circumstances. From the Statement of Objects and Reasons attached to the Bill it appeared that the Indian Cotton Committee, which were appointed in 1917, brought to notice the fact, *inter alia*—

(1) that the practice of adulterating long staple cotton with short staple was very prevalent at the gins and press-houses in certain long staple areas, the object being to secure for the mixture the higher prices offered for long staple;

(2) that, owing to the consequent mixture of seed, there was considerable deterioration in the cultivation of many of the superior varieties of cotton;

(3) that soft cotton-waste was also used for the purpose of adulteration with "kapas" (the natural floss); and

(4) that short staple cotton was frequently railed to a long-staple area and re-booked thence, even without mixing, as long staple cotton.

As instances of (1) and (2) the Committee instanced the imports of short staple cotton into the Broach tract, the result of which had been that Broach cotton had largely lost its former reputation. Other superior varieties of cotton were threatened with the same fate. The practice described under (4) above

was facilitated by the trade custom whereby cotton was bought and sold on the name and reputation of the area where it purported to have been grown, *i.e.*, on the name of the railway station from which the bales were last booked.

These malpractices, it was stated, were exercising so serious and dangerous an influence on the industry as a whole that the necessity of Government taking action had become a matter of immediate importance. The Bill provided a remedy by enabling Local Governments to prevent inferior cotton or cotton-waste, as defined, from being imported, except under license, into areas which it was desired to protect.

The principal provisions of the Bill were as follows :—

(1) Local Governments were empowered, with the previous consent of the Provincial Legislature, to define the areas and to notify the stations which should be regarded as protected. Consignments of cotton were not allowed to any such notified station except from other notified stations in the same area.

(2) It was necessary to make certain exceptions to the prohibition in favour, for instance, of mill-owners within the area requiring extraneous cotton and of purchasers of cotton-waste for industrial purposes. Local Governments were accordingly empowered to frame rules for a licensing system and to appoint the authorities for the issue of licenses.

(3) Station Masters or other railway servants responsible for the delivery of goods or parcels were prohibited under penalties from delivering cotton improperly consigned to their stations.

The Government of India in their letter to the Government of Bombay stated that the suggestions for legislation to prevent the transport of short staple cotton and cotton-waste for admixture with long staple cotton would be found in paragraphs 221-222 of the Report of the Indian Cotton Committee. The Local Governments were consulted on these suggestions in June 1918. Subsequently the question of legislation was referred to the Central Cotton Committee and it was on their recommendation that the present Bill was formulated. The Government of India pointed out that the Bill was an enabling measure only and empowered Local Governments interested to take steps to protect those areas within their respective jurisdictions in which superior varieties of cotton were cultivated. The following observations were offered on administrative points of detail :—

(*a*) The Bill primarily attempted to control transport by rail alone, but Section 7 gave wide powers to Local Governments to control other forms of traffic. The reasons for this were two fold. In the first place " railways " were a central subject, and the principal provisions of the Bill were those relating to transport by rail. Secondly, it was felt that local conditions varied so greatly that it would be impossible to control by All-India legislation traffic by road, river or sea, and that the necessary supervision could more suitably be left to be imposed by means of local rules ;

(*b*) Sections of the Bill allowed Local Governments to notify for protection areas in which superior varieties of cotton were cultivated ; and to specify railway stations within such areas to which extraneous cotton, soft waste and seed should not

be booked save under license. Local Governments would not be required to notify only such stations as were recognised stations of origin of superior cotton. It would be open to them at their discretion to notify adjoining stations also if they had reason to apprehend that illicit cotton might be sent there to be transported by road or otherwise into the actual area to be protected ;

(*c*) Sections 4 and 7 (1) (*b*) and (*c*) provided for the issue of licenses and for certain safeguards connected therewith. The intention of these sections was to obviate the risk of fraud and, in particular, the issue of unauthorised duplicate licenses or the use of expired licenses. The Government of India considered it important that special attention should be paid to the organisation of an effecient licensing system if the full benefits of legislation were to be secured. They stated that they would welcome any suggestions calculated to serve this object ;

(*d*) Attention was also invited to the words ' Station Master or any other railway servant . . ' occurring in Sections 4 and 5 of the Act. It had been pointed out that hardship would be caused if Station Masters alone were held responsible for infringements, for in large stations the actual responsibility normally rested not with the Station Master, but with a goods clerk or other subordinate. On this ground the words ' other railway servants responsible for the booking of goods or parcels' were included. It was, however, doubtful how far it would be possible to fix such responsibility,

and the ambiguity in the wording might afford opportunities for evasion. The Government of India therefore asked the Local Government to consider this point and advise whether, in their opinion, the present wording was suitable ;

(*e*) The Government of India pointed out that one method of adulteration by transport was not touched upon in the present Bill, namely, the transport of cotton waste for admixture with cotton which it was not thought necessary specially to protect under clause 3 of the Bill. The Government of India were of the opinion that no suitable remedy for this abuse could be devised within the scope of the Bill under consideration. They, however, desired that the Local Government should express their views on this subject also.

The Bill in question, together with the terms of a Resolution of the Bombay Government in the same connection, received the careful consideration of the Committee who, however, in replying to the Government of Bombay, confined their remarks to the question of the conditions and procedure to be prescribed for the issue of licenses under the proposed Act. In this connection the Committee considered that the licensing system should be so regulated as to cause the minimum of inconvenience to regular consumers of cotton and to that end mills should be furnished with general licenses valid for, say, one year as the issue of special licenses in such circumstances would involve intolerable trouble and delay.

The Committee, however, were of opinion that licenses issued in the case of other consumers should be treated, with few exceptions, as special licenses, and confined to particular

consignments only. Advices of all licenses issued in the foregoing regard should be sent to the Indian Central Cotton Committee and it would probably be convenient if the certified copies of such licenses referred to in Clause 4 (2) of the Bill were ultimately forwarded to the same body.

In conclusion, the Committee invited the attention of Government to the necessity, in the event of licensees being required to give an undertaking to the effect that the cotton in question was only to be used for certain specified purposes for the exercise of extreme care to avoid any undue interference on that account with the rights of banks or other persons to whom the cotton might be pledged. (*Appendix* V-1).

BOMBAY COTTON CONTRACTS BILL, 1922.

(*See Report*, 1921, *Vol.* I, *page* 202.)

During the July Sessions of the Bombay Legislative Council a Bill was introduced to provide for the Regulation and control of transactions in cotton in the Presidency of Bombay. From the Statement of Objects and Reasons attached to the Bill it appeared that the Bombay Cotton Contracts Board was constituted by the Bombay Cotton Contracts Control (War Provisions) Act, 1919 (Bombay Act I of 1919), as a temporary measure. This Act had been repealed by Bombay Act III of 1922. The experience gained during the short period of the existence of the Act of 1919 had shown that without legislative authority no voluntary Association could hope to control the cotton trade of Bombay for any length of time. The chief reason why it had been hitherto found impossible to give legislative authority to the East India Cotton Association was the lack of unanimity in the trade itself. In particular the large and important

section of millowners had withheld their approval from the constitution of the Association and refused to join its membership; with the co-operation of the leaders of all sections of the trade this lack of unanimity had been removed and the Millowners' Association, Bombay, had withdrawn their opposition to the constitution of the East India Cotton Association as amended. The East India Cotton Association had therefore represented to Government the urgent necessity of passing an Act (*a*), conferring upon it statutory powers similar to those which were possessed by the Bombay Cotton Contracts Board to enable the due regulation of the cotton trade, and (*b*), sanctioning the administrative machinery contained in the Associations' Articles of Association which experience had shown to be essential for the due carrying out of the purposes of the Association. Government accordingly proposed to legislate on the lines indicated in the Bill.

The Chairman of the Chamber, Mr. F. Nelson, M.L.C., represented the Chamber on the Select Committee on the Bill.

The report of the Select Committee was published on 4th September 1922, and the second reading of the Bill appeared on the September Agenda of the Bombay Legislative Council. In view, however, of recent events in the Bombay cotton market it was felt by several cotton firms that, although the East India Cotton Association should ultimately receive statutory recognition by the Local Government, it was desirable that the second reading of the Bill should be postponed to the November Session so as to give to all members of the Association an opportunity to discuss and frame such rules as would check wild speculation and attempts at cornering in future.

The Chairman of the Chamber, who was at that time in Poona attending the Session of the Legislative Council, was requested by the Committee to take, in conjunction with Mr. Hood, the Chamber's other representative on the Legislative Council, the necessary steps to secure this object. It, however, subsequently transpired that the Bill as it stood when passed would not be operative until the rules made thereunder had been sanctioned by Government whereupon the Committee, in consultation with the cotton interests of the Chamber, decided to withdraw their opposition to the second reading of the Bill at that Session.

The Millowners' Association, however, were unable to associate themselves with this view and in order that the entire cotton trade should, if possible, agree on this point a conference was held in Poona on the 26th September, under the Chairmanship of the Hon'ble Sir Ibrahim Rahimtoola, the Member in charge of the Bill, at which were present Mr. Purshotamdas Thakoredas, C.I.E., M.B.E., M.L.C., Mr. F. Nelson, M.L.C., the Chairman of the Chamber, and Mr. A.J.F Hood, M.L.C., and also Messrs. J. A. Kay and H.P. Mody representing the Millowners' Association. A long discussion took place which, however, proved abortive, the view-point of the Millowners being that more definite steps should at this stage be taken to eliminate the speculation that was rampant, with a view to ensure the safety and protection of all genuine traders, before statutory recognition was accorded to the East India Cotton Association.

Despite the fact that the Honourable the Member in charge undertook, on behalf of Government, that the rules so framed would be submitted in the first instance to all public bodies for their approval and despite the argument put forward by the remainder of the Conference that in their view nothing

was to be gained by postponement whilst if the motion for such postponement was persisted in there was in their opinion a risk of the Bill being permanently rejected,' the Millowners' representatives still felt themselves unable to resile from the attitude that they had taken up.

Government finally expressed their willingness to nominate either Mr. Kay or the Deputy Chairman of the Millowners' Association as a member of the Legislative Council in order that the Association's case for postponement might be put before the Council, but this offer was not accepted by the Association's representatives on the ground that they did not consider it to be in the best interests of the trade as a whole that they should go into Council and suggest the postponement of the Bill.

The Bill thereupon proceeded to its second reading which was passed on the 22nd September by 36 votes to 33; on the occasion of the third reading the majority was however greater, 38 votes being cast in favour and 29 against.

In order to make clear the position of contracts entered into after the passing of the Bill but before the rules in their final form were sanctioned and notified by Government, Clause 5 of the Bill was deleted and the following clause substituted, on the motion of Mr. Hood, the amendment being adopted without a division :—

"(5) Any contract (whether either party thereto is a member of the Association or not) entered into after the date on which bye-laws under this Act are sanctioned by the Governor in Council and published in the Bombay Government Gazette which contravenes any such bye-law shall be void."

In Clause 6 the words "and not negligently" were added by an amendment after the words "good faith."

ESTABLISHMENT OF COTTON MARKETS ON THE BERAR SYSTEM.

(*See Report*, 1920, *Vol.* I, *page* 189.)

The Government of Bombay in September 1922 forwarded to the Chamber for an expression of opinion thereon a copy of a letter that had been received from the Director of Agriculture, Bombay Presidency, Poona, with which the latter submitted certain proposals, in the form of a draft bill, for the establishment of cotton markets on the Berar system for the Bombay Presidency.

This question was first mooted by the Indian Cotton Committee in paragraph 205 of their report and was referred to the Chamber through the Bombay Government in April 1920 (*See* Report for 1920, Vol, I, page 189). The Government of India at that time gave it as their opinion that the recommendation of the Indian Cotton Committee in this connection was clearly sound and expressed a hope that the local Governments and Administrations concerned would give it their careful attention and take the necessary steps to give effect to the Committee's proposal with the aid where necessary, of local legislation. The Committee of the Chamber stated at the time that they were in agreement with the above views. Accordingly in replying to the reference from the Government of Bombay the Committee stated that they approved the draft bill prepared by the Director of Agriculture. (*Appendix* V-2).

IMPORTS OF INDIAN GROWN TEA INTO GERMANY.

The Associated Chambers of Commerce of India and Ceylon in August 1922, forwarded to this Chamber, for an expression of opinion thereon, a copy of a letter that they had received

from the Ceylon Chamber of Commerce suggesting that representations might be made by the Association to the proper authority protesting against the recent decision of the German Government to increase the duty on tea imported into that country.

As Bombay interests in the tea trade were small the Committee did not feel that they could speak with much authority on the practical side of the question. At the same time, however, they could not conceive that the moment was opportune in which to press for the remission of either import or export duties or in any way to interfere with the fiscal policy of Germany in the manner proposed, and they consequently replied to the Associated Chambers to this effect.

In acknowledging the above letter the Associated Chambers, in October 1922, stated that the replies received from the different Chambers varied. In some cases action by the Association was favoured while in others doubt was expressed whether such action was expedient or, if taken, whether it was likely to be of any use. The subject was not of course one which closely concerned all the Chambers, only a few of them having a direct interest in the tea trade. It was added that the President of the Associated Chambers was inclined to think that it could at any rate do no harm, and that it might do some good, if the attention of the Government of India were drawn to the matter in quite a general way, and he wished to know if this Chamber would have any objection to a letter being sent to Government on the lines of a draft which was submitted. It was further added that the question had, as a matter of fact, already been taken up by the Indian Tea Association at home.

The Committee of this Chamber were however unable to agree to any representation being made to the Government of

India such as that outlined in the draft letter submitted and in replying to the latter body to this effect they reiterated the opinion previously expressed by them to the effect that the present was a most inopportune moment in which to press for the remission of the import duty on any commodity entering Germany or to interfere with the fiscal policy of that country in the manner proposed.

The Committee at the same time expressed the view that any suggestion that the Government of India should endeavour, through the Foreign Office, to bring pressure to bear upon the German Government to the end that the proposed increase of import duty on tea should not be enforced would be contrary to what the Committee considered to be the general policy of the Reparations Commission, namely, the restriction of all luxury, or semi-luxury imports in order that raw materials might have the premier place in Germany's import trade.

The Committee again pointed out that the interests of Bombay in the tea trade were small and suggested that it was open to any individual Chamber of Commerce to make such representation in this connection as it might think necessary. On general grounds, however, the Committee regretted that they were unable to fall in with the proposal of the Associated Chambers. (*Appendix* V-3).

INSURANCE MARGINS ON CARGO LOST AT SEA.

An enquiry was received from a member in October 1922 as to whether insurance margins on cargo lost at sea were the property of the English shippers or of the importing house on whose account and risk the goods had been purchased and invoiced.

It was stated that the question arose owing to certain shippers having suggested that as the shipping documents had not been negotiated, possession of the goods had not passed from them to the importing house and that therefore, they, the shippers, were entitled to the insurance margins.

The importing house claimed the insurance amounts less invoiced values on the grounds that :—

(*a*) the goods had been bought on their account and risk and not on the shippers account ;

(*b* the goods had been invoiced " For and on account and risk of " the indentors, *i.e.*, the importing house;

(*c*) the non-negotiation of the shipping documents, in the usual manner was simply due to the fact that the ship sank the day after sailing and the shippers had not had time to effect this item of routine. Had the ship sunk a week out at sea the documents would have been negotiated in the usual way and the importing house would have had to honour the drafts notwithstanding the loss of the goods ;

(*d*) the shippers were considered to be acting as buying agents for the indentors in this particular transaction, and just as they bought the goods for and on account and risk of the importing house they also insured them for the indentors' account, and could in no circumstances lay claim to the insurance margins.

An enquiry from the Committee elicited the fact that the goods under reference related to a number of orders some of which were based on c. i. f. quotations and others were open

orders sent as usual to the shippers as the buying agents of the importing house. In regard to the latter goods the importing house had an agreement with their buying agents as to the rate of commission to be charged. Even in connection with goods ordered on the c. i. f. prices, these c. i. f. quotations were based on commissions not exceeding those stated in the agreement.

The member added that the main point seemed to them to be that the goods were not ordered by the London shippers on their own account and re-sold to the importing house but were all bought by the London shippers after receipt of the instructions of the importing house, and for the latter's account and risk; in fact they were invoiced as for the account and risk of the importing house. It was contended that it was only the accident of the ship going down the day after sailing which prevented the documents being negotiated in the usual way.

In replying to the member the Committee stated that the question was not covered by any local custom, but having regard to the statements submitted by them it would appear that they were morally entitled to the insurance margins.

The Committee added, however, that in the circumstances recited the amount for which the goods were insured would be paid to the assured by the policy and if the policy were in the name of the shippers and not assigned by them they would receive the money.

In conclusion the Committee stated that as between the shipper and the consignee the matter was one of law only and must be decided as such in the light of the exact terms of the agreement existing between the two parties. (*Appendix* **W-1**)

VARIATIONS IN LENGTHS OF PIECE-GOODS SOLD PER YARD.

A member, in January 1922, asked for an expression of opinion of the Committee of the Chamber on the following point which was the subject of a suit pending in the Bombay High Court.

The goods in question were Cotton Fancies, such as striped coloured tussores, artificial silk checks, mercerised striped twills and coloured ducks ordered in pieces 30/35 yards, and or 40/45 yards. There were, it was stated, 6 indents, each shipped in two lots, and as each shipment was a separate contract there were, for the purposes of the case, 12 contracts. The buyer contended that as the goods tendered were not strictly within the limits of the lengths stated in the indents they were not of contract description and he was not bound to take the goods. The member contended that the goods were a fair and reasonable tender according to the custom and practice of the market and that such variations in length were and always had been accepted by buyers in the case of these goods which were sold per yard and in which variations in length did not affect the selling price.

The following four examples of the goods in dispute were submitted :—

(*a*) Ordered 3 cases each 25 pcs. 30-35 yds. 75 pcs. (2,250 yds. minimum, 2,625 yds. maximum).

Shipped 3 cases each 25 pcs.=total of 2,489½ yds. made up of 74 pcs. from 30 to 35 yds. & 1 pce. of 36 yds.

(*b*) Ordered 2 cases each 20 pcs. 30-35 yds.=40 pcs. (1,200 yds. minimum, 1,400 yds. maximum).

Shipped 2 cases each 20 pcs.=total of 1,330 yds. made up of 38 pcs. from 30 to 35 yds. & 2 pcs. of 36 yds.

(*c*) Ordered 1 case 24 pcs. 30-35 yds.=24 pcs. (720 yds. minimum, 840 yds. maximum).

Shipped 1 case 24 pcs.=total of 811 yds. made up of 21 pcs. from 30 to 35 yds., 2 pcs. of 36 yds., and 1 pce. of 38 yds.

(*d*) Ordered 1 case 20 pcs. 30-35 yds.=20 pcs. (600 yds. minimum, 700 yds. maximum).

Shipped 1 case 20 pcs.=total of 641¾ yds. made up of 18 pcs. from 30 to 35 yds. by 1 pce. of 28¾ yds., and 1 pce. of 37½ yds.

The member contended that the defence put forward by the buyer 9 to 16 months after the invoices were received by him was dishonest and frivolous, and that if it was decreed by the High Court that buyers were entitled to reject goods, on the ground that they were not of contract description if they varied in any degree from the lengths written in the contract, the result would be that a very large quantity of piece-goods held at the moment by importers for account of dealers would be rejected. In the case under reference the buyer acknowledged to have duly received invoices, shipment samples, notices of arrival and all necessary papers connected with the shipments; he had also paid duty and clearing charges for each and every item which was stored by the member in the Duty Paid Warehouse on his behalf. No complaint whatever was made by the buyer after receipt of the invoices until the month of January 1922, when the member filed a suit for payment.

The member accordingly asked the Chamber to reply to the following points at issue :—

"(1) Are the shipments referred to above in (*a*), (*b*), (*c*) and (*d*) of contract description and a fair and reasonable tender ?

(2) Is the buyer entitled to reject goods as being not of contract description because of variations in lengths ?"

In reply the Committee stated that, in their opinion, according to the custom of the trade, the answers to the foregoing questions were as under :—

(1) The shipments in question were such as were usually supplied against contracts of the description under reference and were a fair and reasonable tender, such as to the knowledge of the Committee of the Chamber had never been disputed.

(2) According to the custom of the trade the buyer was not entitled to reject goods owing to such variations in lengths as were described by the member in their letter under reply. (*Appendix* W-2).

FEES FOR GIVING EXPERT EVIDENCE IN COURTS OF LAW.

An enquiry was received from the Karachi Chamber of Commerce in May 1922 as to what fees were paid to members of business houses who were summoned to give evidence in the various Courts in Bombay. After a reference to the Chamber's solicitors the Committee informed the Karachi Chamber of Commerce that they understood that there was no recognized scale of fees paid for the services in question but that such a matter was usually arranged by the parties concerned beforehand. The Committee added, however, that the fees actually paid were not necessarily the fees which the High Court would allow on taxation and they were informed that, except in very exceptional circumstances, the highest fee which that body would allow was Rs. 30 per day. (*Appendix* W-3).

GENERAL AVERAGE DEPOSITS.

An enquiry was received from a firm as to whether, in the absence of any specific stipulation relating thereto, the buyer or the importer should bear a claim for General Average.

In reply the Committee stated that in their opinion a General Average deposit was payable by the party which presented the Bill of Lading to the steamer agents and applied for a delivery order, the assumption being that the party in question held all the documents, including the insurance policy under which he subsequently recovered from the underwriters.

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INTERPRETATION OF CERTAIN COMMERCIAL TERMS.

It might be of interest to note that in view of the inconvenience experienced as the result of the very different interpretation given in different countries to current commercial expressions, such as f.o.b., c.i.f., etc., the French National Committee of the International Chamber of Commerce,

through a special commission, presided over by M. Hubert Giraud, has drawn up an international code of the principal terms in use in business and commercial quarters. Manufacturers, agents, brokers, etc., of Paris, Rouen, Le Havre, Lyons and Bordeaux composed this Commission. The definition of f.o.b. is as follows :—" F.o.b. signifies that in the sale to which the term is applied the transfer of the ownership and of the attendant risks takes place as soon as the vendor has delivered the goods on board the ship chosen by the purchaser and as soon as the goods have been taken in charge by the ship, all costs of handling before departure, including loading charges and stowage, even when these are incorporated in the freight charges, being payable by the vendor and included in his selling price. When relations with countries other than the United States of America are concerned the expression f.o.b. alone is sufficient, and it is better not to add the word 'vessel' ; on the contrary, in relations with the United States, the addition of the word 'vessel' is indispensable."

In the definition of c.i.f., or c.a.f., the French translation of cost, insurance and freight is given, and the definition proceeds :—" The transfer of the ownership and the attendant risks takes place as soon as the goods have been taken over by the maritime transporter, but the freight and insurance charges are included in the selling price. Nevertheless, although he arranges for the freight and insurance and takes the freight and insurance charges upon himself in virtue of a contractual obligation proceeding from the conditions of the sale, the vendor, who in this acts only as the agent of the purchaser, incurs no responsibility as far as transport risks are concerned, except in the case of a personal error being attributed to him."

"F.a.s. (free alongside) signifies that, in the sale to which the term is applied, the transfer of the ownership and the attendant risks takes place as soon as the vendor has delivered the goods alongside the vessel chosen by the purchaser and as soon as the goods have been taken in charge by the ship, the costs of handling anterior to the placing beneath the tackle being alone chargeable to the vendor."

CALCULATION OF ALLOWANCES GRANTED BY SURVEYORS.

An enquiry was received from an importing house as to whether allowances granted by surveyors on goods should be calculated on the invoice amount only or whether they should be calculated on the invoice amount plus customs duty and other charges incurred in this port. In reply the Committee stated that they were of opinion that such allowances should be calculated on the invoice amount only without the addition of customs and other charges.

DAILY RATE OF DISCHARGE FOR JARRAH SLEEPERS.

(See *Report* 1911, *page* 79.)

An enquiry was received, in January 1922, from certain members of the Chamber as to the interpretation of the term "tons" in the ruling given by the Committee of the Chamber in 1911 in regard to the usual daily rate of discharge of Jarrah railway sleepers in the stream.

The ruling in question reads as under:—

> "In reply the Committee stated that, so far as they could ascertain, the usual discharge of broad gauge sleepers was, on an average, about 300 tons per diem."

The Committee expressed the opinion that the term in question should be taken to mean " Measurement tons of 50 cubic feet "; but as there was at the moment no custom of the port governing the discharge of Jarrah railway sleepers the Committee decided at a later date to rescind the 1911 ruling, as they considered that the daily rate of discharge of such sleepers must be a matter of agreement between the parties to the Charter Party or Bill of Lading as the case might be.

RATE OF DISCHARGE FOR COAL IN BOMBAY.

The Naval Secretary, Royal Indian Marine Dockyard, Bombay, in September 1922 enquired of the Chamber as to what was considered to be a reasonable rate of discharge per hold at Bombay for coal at that time. He stated that the rate fixed for Bombay in Admiralty Charter Parties early in 1919 was 500 tons a day and the Admiralty desired to know whether any increase could be recommended as a result of recent experience of post-war conditions.

In reply the Committee informed the Naval Secretary that the rate of discharge varied so largely according to the type of vessel that the Chamber had always refrained from giving a ruling of the nature required. Moreover on each occasion on which the Committee had maintained and stated this position the expediency of abstaining from any definite pronouncement had been more clearly recognised and in the circumstances they regretted they could not assist the Naval Secretary in the manner he desired except to observe that, in the absence of any Chamber ruling, it had always been customary to specify in Charter Parties a daily rate of delivery of which the particular vessel was capable.

LIABILITY FOR DEMURRAGE IN CONNECTION WITH THE DISCHARGE OF COAL.

The Naval Secretary, Royal Indian Marine Dockyard, in August 1922, asked for an expression of the opinion of the Committee of the Chamber on the question whether the Admiralty was liable for demurrage in the following circumstances :—

A steamer recently brought out a cargo of 1,600 tons of coal to replenish military stocks in Bombay. It was laid down in Clause 6 of the Charter Party that the coal was to be discharged at the rate of not less than 500 tons a day of 24 running hours. Clause 14 of the Charter Party, however, stated that "the coals are to be discharged according to the custom of the Port of discharge." The coal was stored in two holds—one containing 1,211 tons and the other 390 tons (at the bottom of a hold of about 1,000 tons capacity). Discharge commenced at 9 a.m. on the 3rd August and unloading was completed at 9-45 a.m. on the 10th August, the 4th and 7th being holidays and the 6th being Sunday. The agents of the vessel had preferred a claim for demurrage for 19¾ hours on the ground that the discharge at the rate of 500 tons a day should have been completed at 2 p.m. on the 9th August.

The Naval Secretary contended in the letter that Clause 14 appeared to be pertinent as he understood that it was customary to discharge coal at Bombay at an average of approximately 125 tons a hold a day, that is to say, 500 tons when all hatches were being worked.

In reply the Committee stated that they considered that Clause 6 of the Charter Party was the "lay time" clause and as such overrode Clause 14 which, in their opinion, did not apply in the case put forward for their consideration. In these circumstances the Committee were of opinion that the claim of the agents for demurrage on the ground that the cargo in terms of Clause 6 of the Charter Party was late discharged by 19¾ hours was correct.

INTERPRETATION OF TERM "AFLOAT".

An enquiry was received in February 1922 from the Madras Chamber of Commerce as to the interpretation of the term "afloat" and the following case was put forward in order to explain the circumstances in which the term was used.

It was supposed that a steamer called at Madras and loaded a cargo of groundnut kernels for Marseilles and after loading was completed it was found that engine trouble prevented the steamer sailing for some days, though she eventually sailed for her destination.

In the meantime a shipper having loaded, say 500 tons, had sold the same as "afloat." The buyers maintained that they were entitled to cancel the contract on the plea that the voyage had not been begun at the time the sale was made and that *ipso facto* the goods were not "afloat" and were, therefore, sold to them on a misrepresentation of facts.

The Committee of this Chamber in replying to the Madras Chamber, stated that subject to legal opinion, they considered that goods were "afloat" after they had been actually placed on board a ship.

CUSTOM OF THE TRADE.

ACCEPTANCE OF TENDER AND DATE OF SHIPMENT.

Towards the end of April 1922, a member of the Chamber asked for an expression of the Committee's opinion with regard to the following two points, *viz.* :—

(*a*) Whether it was in accordance with the custom of the trade to assume that a dealer had accepted a tender if he had not raised a claim within a reasonable period after receipt of the invoice; and

(*b*) Whether, in the case of goods manufactured in inland towns, the date of a carrier's certificate was conclusive evidence of the date of shipment.

In reply the Committee expressed their opinion with regard to the foregoing points as follows :—

(*a*) The Committee considered that they were not in a position to give any general ruling as to how long a dealer was reasonably entitled to delay in putting forward a claim as each case must necessarily depend upon the terms of the relative contract and the general circumstances attendant thereto.

(*b*) With regard to the second point raised the Committee were of opinion that, according to the custom of the trade, a certified carrier's certificate taken in conjunction with clause (9) of the member's contract form might be considered as conclusive evidence of the date of shipment.

The relative portion of clause (9) of the contract form referred to above read as follows :—

Buyers will not, under any circumstances, raise a dispute for late shipment if same be only ten days

later than the specified time and will abide by the conditions of the Bill of Lading. The date of the Bill of Lading or the date of Carriers' or Wharfingers' receipt to be conclusive evidence of the date of shipment."

DATE OF SHIPMENT OF CERTAIN GOODS.

An enquiry was received from a member as to whether certain goods were shipped in time. It appeared that the Manchester Ship Canal Certificate was to the effect that the goods were delivered to the Canal authorities on the 30th September 1920; the steamship Bill of Lading, however, was dated 20th of October and the dealer contended that as the goods were for September shipment they were late. In reply the Committee stated that, in their opinion, the custom of the trade in Bombay was that the date of the Manchester Ship Canal certificate might be taken as conclusive evidence of the date of shipment of the goods to which it related.

LATE SHIPMENT AND INSERTION OF WRONG DESTINATION IN BILLS OF LADING.

An enquiry was received from the Consul for the Czechoslovak Republic as to :—

(*a*) Whether late shipment constituted a breach of contract, and

(*b*) Whether, in the case of a contract providing for a London Bill of Lading, the insertion of any other port of destination, *e.g.*, Liverpool, constituted in certain circumstances a breach of contract ?

In reply the Committee stated that in their opinion :—

(*a*) Late shipment, in the absence of any specific provision in the contract, was a breach of contract ;

(*b*) The shipment of goods to a wrong destination under a wrong Bill of Lading in the circumstances described by the Consul, constituted a breach of contract.

LOSS OF WEIGHT OF IMPORTED YARN.

An enquiry was received from a firm of importers in June 1922 as to what was the loss of weight of English yarn imported into India. In reply the Committee stated that they understood that the loss of weight of English yarn imported into India varied according to the seasons, but the allowance usually made on that account in the case of " cops " was five per cent.

TIME LIMIT FOR SURVEYS OF IMPORTED CARGO.

(See *Report* 1916, *page* 74.)

An enquiry was received in June 1922 from a steamship company in Bombay as to whether the time limit of seven days after the discharge of a steamer allowed by certain steamship companies in Bombay for the survey of defective packages was the established custom in Bombay or not.

In reply the Committee stated that 7 days from the date of final discharge of a steamer's general cargo was generally allowed by shipping companies in Bombay for purposes of survey.

HOLIDAYS UNDER SHIPPING ORDERS.

The Karachi Chamber towards the end of July 1922 enquired as to whether, and if so, to what extent, shipping orders were governed by holidays regulating Charter Parties in Bombay. It was stated that the view had been put forward that the Karachi Chamber had no right to legislate regarding shipping orders, in which there was no provision for holidays at all, while others maintained that Charter Party holidays should apply equally to shipping orders. It was added that it had been observed that in the Bombay Chamber's holiday list the Charter Party holidays were declared "under Charter Parties" only, whereas the Bengal Chamber declared them under Charter Parties and Shipping Orders also.

In reply the Committee stated that whilst shipping companies in this port did not recognise Charter Party holidays under ordinary shipping orders, in practice they ensured, by means of giving an adequate number of days' notice, that shippers should not be called upon to work on a Charter Party holiday if they did not so desire. (*Appendix* X-1).

PUBLIC HOLIDAYS IN 1922.

(*See Report* 1921, *Vol. I, page* 226.)

The Chairman of the Associated Exchange Banks on the 21st June 1922 informed the Chamber that it was understood that the Bengal Chamber of Commerce was approaching the Government of Bengal with a view to having Saturday, the 1st July 1922, declared a Bank Holiday and he asked, on behalf of the Associated Exchange Banks in Bombay, that this Chamber should make a similar application to the Government of Bombay as it would be a great convenience to

Banks in Bombay to be closed to the public on that day as they would be thereby enabled more satisfactorily to cope with the additional work in connection with their half-yearly balances.

After consideration of the proposal the Committee telegraphed to the Government of Bombay strongly urging that Goverament to act in conformity with the Bengal Government with regard to the proposal, which had the entire approval of the Committee. Subsequently the Government of Bombay issued a not ice to the effect that Saturday, the 1st July 1922, had been declared as a public holiday under the Negotiable Instruments Act, in order to allow Banks time to make up their half-yearly accounts.

As was noted in the report for 1921 the Committee suggested to the Government of Bombay that if the latter intended to declare Empire Day a Holid ay every year steps might be taken to notify the day in the list of holidays published at the beginning of each year in order to avoid the inconvenience caused by the short notice formerly given.

The Government of Bombay subsequently forwarded to the Chamber a copy of a letter they had received from the Government of India requesting that if there was no objection the 24th of May might be notified annually as a public holiday under the Negotiable Instruments' Act, 1881 (Act XXVI of 1881) at the same time as the list of other public holidays was published each year. The Government of Bombay agreed to the suggestion and duly notified the 24th May 1922 as a holiday.

The Government of Bombay also notified the 3rd June 1922 as a holiday under the Negotiable Instruments Act on account of the Birthday of His Majesty the King-Emperor. (*Appendix* X-2).

PROPOSED STANDARDIZATION OF WEIGHTS AND MEASURES.

(*See Reports*, 1906, *pp.* 116, 487; 1908, *p.* 110; 1910, *p.* 99; 1912, *pp.* 118, 646; 1913, *pp.* 45, 300; 1914, *pp.* 59, 398; 1915, *pp.* 68, 422; 1920, *Vol. I, p.* 201.)

The Government of Bombay in March 1922 forwarded to the Chamber for information a copy of a Resolution issued by that Government on the 31st January 1922 embodying a Resolution of the Government of India with regard to the question of the standardisation of weights and measures.

Resolution of the Government of India, Department of Commerce (Internal Trade), No. 9, dated the 3rd January 1922 :—

"By their Resolution No. 8492—8514-4, dated the 10th October 1913, the Government of India appointed a Committee to enquire into the question of the feasibility of introducing uniform weights and measures throughout India, and the Committee duly submitted their Report in July 1914.

"2. The Government of India, however, refrained during the war from dealing with the question of the standardisation of weights and measures, as it was obvious that any radical change of system would entail at any rate a temporary dislocation of trade. A further factor which influenced this decision was the uncertainty whether the United Kingdom would adopt the metric system in its policy of post-war reconstruction; for, if it did the arguments in the Minority Report in favour of the adoption of that system in India would have been strongly reinforced. The Report of Lord Balfour of Burleigh's Committee on commercial and industrial

policy after the war makes it clear that any alteration to the standards of the United Kingdom is highly improbable at any rate for some time to come. The Government of India therefore consider that they are now in a position to dispose of the recommendations made by the Weights and Measures Committee with a reasonable prospect of finality.

"3. The Government of India think it necessary at the outset to make a clear distinction between weights and measures from the point of view of the need for standardisation. Measures of capacity, especially dry measures, vary enormously from province to province and even from district to district. They are, however, used merely in retail trade, and the replies of the Local Governments and Administrations show with singular unanimity that discrepancies in measures of capacity do not cause so much practical inconvenience as discrepancies in weights, while their influence on inter-provincial and foreign trade is practically negligible. Subject to the restrictions imposed by Section 80-A.(3) (*f*) of the Government of India Act, read with item 29 of Part II of the first Schedule to the Devolution Rules, the Government of India, therefore, propose to leave this question at any rate for the present entirely to Local Governments who may take such action as they may think advisable to standardise dry and liquid measures of capacity within their provinces.

Similarly, it is not proposed to adopt all-India standards of length or area. On general grounds

the Government of India consider the English measures of length and area the most prevalent and therefore the most suitable. These are the foot, yard, chain, furlong, mile and acre, the chain being divided into 100 links for land measurement. At the same time, they recognise that the use of other measures can cause no serious inconvenience from the commercial standpoint, while Local Governments are intimately concerned inasmuch as any change in these measures might cause great inconvenience in its effect on revenue records. Subject again to the restrictions mentioned in the concluding sentence of paragraph 3, Local Governments will, therefore, be left a free hand to deal with this matter if and as they choose.

"5. As regards weights, the Committee discussed three standards, (1) the Indian Railway standard, (2) the British standard based on a new *seer* exactly equal to 2 lbs., and (3) the metric system. They decided, by majority, in favour of the Railway standard of one maund 40 seers and 1 seer = 80 tolas or 16 chataks. This standard has undoubtedly many arguments in its favour. It has a definite and convenient base in the tola of 180 grains, a weight which is universal throughout the country in the form of the rupee. It lends itself to multiple halving, and since it is in use on every railway, it is known throughout the country. Local Governments, who have been consulted, are almost unanimous in their support of the majority finding of the Com-

mittee and the Government of India have decided after careful consideration to confirm this decision.

"6. At the same time, the method of introduction presents serious difficulties. Measures of weight differ so radically throughout India that the imposition of any uniform system would necessarily entail a complete alteration in the standards prevailing throughout the greater part of the country whatever the standards adopted might be. In order to make the change effective, therefore, it would be necessary firstly to pronounce illegal from some future specified dates the possession and use of weights varying from the standard; secondly to enforce this pronouncement by definite penalties; and thirdly to ensure the substitution throughout India of standard weights for local varieties. The difficulties attending such legislation were recognised by the Committee. The Government of India fully appreciate them, and would be exceedingly loath to create by statute a new offence, specially an offence involving no moral obliquity in the minds of the people. The expense of prompt and general distribution of standard weights would also be very great.

"7. The Government of India, therefore, accept the Resolution adopted by the Council of State on the 23rd September in the following terms:—

'This Council recommends to the Governor-General in Council that the Government of India should declare themselves in favour

of the ultimate adoption in India, excluding Burma, of a uniform system of weights based on the scale now in use on the Railways.'

"The Government of India are not prepared to allow the intrinsic merits of the Railway system to weigh against the strong general arguments against compulsion, and they have, therefore, decided to limit their action first, to indicating a preference for the Railway system of weights, and second to maintaining standard weights at the chief Presidency towns. As regards Burma, they have no preference to indicate since it is clear from page 149 of the Report that Burma requires special treatment.

"8. The subject of weights and measures is now provincial, with the reservation that the Government of India shall legislate as regards standards (*vide* item 29 of Part II, Schedule I of the Devolution Rules). The only Act regarding standardisation is the Indian Weights and Measures of Capacity Act (XXXI of 1871), but this Act has in practice no operative effect because none of the notifications prescribed by the various sections of the Act have yet been issued. It is based on the continental metric system, the *seer* being defined as equal to the kilogramme. The Government of India do not propose to repeal this Act nor to introduce at present any new measures prescribing all-India measures of weight or capacity. Their opinion is that Local Governments, in exercise of the power con-

ferred upon them by the Devolution Rules, should take such executive action as they can to educate public opinion in favour of the standard maund and seer, by publicity work, by adoption in school curricula, and by any other suitable measures. Municipal bodies might be encouraged to frame bye-laws adopting this standard, and Local Governments might maintain standard weights at their respective capitals and at important trade centres. Where a local Government considers that provincial standardisation by law is feasible, the Government of India will have no *a priori* objection to such legislation, on the usual understanding that they will be consulted as to the actual form which such proposed provincial legislation is to take and that such legislation will not be introduced without obtaining the previous sanction of the Governor-General under section 80-A (3) (*f*) of the Government of India Act. If, subsequently, opinion develops strongly in favour of imperial standardisation of weights, the Government of India will be prepared to undertake such legislation, but at present they consider that any such step would be premature.

"9. With regard to Burma, the Government of Burma have generally accepted the recommendations of the Committee summarised in Chapter VII of their Report, except in respect of measures of dry capacity, and have submitted proposals for legislation with a view to giving effect to them. The Government of India in approving these

proposals have suggested that the necessary legislation might be postponed until the Reformed Legislature comes into existence in that province.

"RESOLUTION.—Copies of the Resolution of the Government of India should be forwarded to the officers and Departments concerned for information and guidance.

2. In consonance with the policy of the Government of India laid down in their Resolution, the Government of Bombay do not at present intend to undertake legislation to standardise weights and measures in this Presidency. In their opinion legislation in this matter should wait upon popular demand, stepping in to confirm and consolidate whatever steps municipalities and other local bodies in this Presidency may take in the direction of standardisation. Government however propose to help this movement by executive action, legislation being undertaken only after practical experience has shown that progress has been made on the right lines. The following standards which Government propose eventually to legalise in this Presidency should, therefore, be given wide publicity with a view to making the public familiar with them, so that when legislation is undertaken the minimum amount of inconvenience may be caused :—

STANDARD WEIGHTS.

The Bombay tola of 180 grains.

The Bombay seer of 80 Bombay tolas.

The Bombay maund of 40 Bombay seers.

The Bombay map of 3 Bombay maunds.

and the sub-multiples $\frac{1}{2}$, $\frac{1}{4}$, and $\frac{1}{8}$ and multiples 2, 4 and 8 of the above weights.

STANDARD DRY MEASURES.

The Bombay seer being a measure such that the water it contains when full weighs exactly 80 Bombay tolas.

The sub-multiples ½, ¼, ⅛ of the Bombay seer.

The Bombay chatak which is 1–16th of the Bombay seer.

The Bombay champa of 2 Bombay seers.

The Bombay payali of 4 Bombay seers.

The Bombay maund of 16 Bombay payalis.

The Bombay map of 2 Bombay maunds.

STANDARD LIQUID MEASURES.

The Bombay seer, being a measure such that the water it contains when full weighs exactly 80 tolas.

The sub-multiples ½, ¼, and ⅛ of the Bombay seer.

The multiples 2, 4 and 8 Bombay seers.

STANDARD MEASURES OF LENGTH.

The unit to be the British yard. For higher measures the chain of 66′ sub-divided into 100 links and the furlong and mile of 220 and 1,760 yards, respectively.

STANDARD MEASURES OF AREA.

The squares of the standard measure of length for small areas and the British acre for land measurement.

3. The standard weights and measures other than the sub-multiples and multiples mentioned above shall be kept at the following places by the officers mentioned against

them and shall be accessible to the members of the public for comparison and verification :—

The Bombay Mint	.. The Mint Master, Bombay.
The Collectors' Offices	.. The Collectors and District Magistrates.
The Customs Office, Bombay	.. The Collector of Customs.

4. Under the existing provisions of the City of Bombay Municipal Act, 1888, the Municipal Commissioner must provide such local standards of weights and measures as he deems requisite for the purpose of verification of weights and measures in use in the city and make such arrangements as he thinks fit for the safe keeping of the said standards. He has also to provide proper means for verifying weights and measures by comparison with the said standards and for stamping the weights and measures so verified. The powers of the Municipality have further been strengthened in this respect by Act VI of 1921 which empowers the Corporation to prescribe penalties to enforce the use of the weights and measures of which local standards are maintained. The Municipal Commissioner should be requested to bring the standards mentioned in paragraph 2 of this Resolution to the notice of the Corporation with a view to their adoption in this City. He should further be requested to consider the advisability of maintaining these standards in municipal markets and other suitable places in the city.

5. The Collectors should be requested to bring to the notice of the municipalities in their area section 143 of the Bombay District Municipal Act, 1901, which provides for the inspection by municipal authorities of weights and measures used in connection with the sale of human food

and also authorizes the prosecution of persons found in possession of false weights and measures. Section 48 (1) (*e*) of the same Act empowers a municipality to frame rules regulating inspection, and clause (*ee*) of that section provides for the framing of by-laws to define the standard weights and measures used within the municipal district. The Collectors should impress on the municipalities the desirability of framing such rules and by-laws, and of adopting the standards mentioned in paragraph 2 of this Resolution. Government hope that the Municipalities will see their way to make adequate arrangements for inspection and stamping (if necessary) of weights and measures, and of supplying standards in the several market towns and giving facilities to traders for the purchase of new weights and measures.

6. The Director of Public Instruction should take steps to prescribe the standard weights and measures mentioned above in school text-books with a view to their being taught in all recognized primary and secondary schools."

GERMAN CONSULATE IN CALCUTTA.

At the Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon, held in Calcutta on the 31st January 1922, the following resolution was unanimously adopted :—

> "This Association observes that a German Consul-General has arrived in Calcutta and has re-established the German Consulate and it trusts that this step does not mean that the declared policy of the Government of India to exclude German subjects from India for a period of 5 years is to be in any way modified."

In acknowledging receipt of a copy of the above resolution, together with a copy of the report of the discussion which preceded its adoption, the Government of Bengal informed the Associated Chambers that the recognition of the appointment of a Consul-General for Germany at Calcutta was made in the interests of trade and reciprocity without prejudice to the policy for the general exclusion of ex-enemy foreigners from India, since serious drawbacks might result from the absence from India of any Consular representatives of ex-enemy States. (*Appendix* Y-1).

INFORMATION REGARDING STRIKES IN THE BOMBAY PRESIDENCY.

The Director of the Labour Office, in March 1922, informed the Chamber that as it was considered desirable to improve the information regarding strikes in the Bombay Presidency it was proposed to follow the example of other countries and obtain certain specified information from employers on a prescribed form, a specimen copy of which was submitted. The Director invited criticism from the Chamber of the form suggested.

In reply the Committee stated that they considered the specimen form submitted quite suitable for the purpose proposed but emphasized the fact that this opinion was without prejudice to their views generally as to the utility or otherwise of the collection of information regarding strikes and lockouts in the Bombay Presidency. (*Appendix* Y-2).

WAR MEMORIAL.

(*See Reports* 1920, *page* xxiv, *and* 1921, *page* 122.)

As was noted in the Chamber's report for 1921 a sum of Rs. 85,450 was contributed by members and handed over

to the Honorary Treasurer of the memorial to British Officers who fell in the War.

Subsequently a further sum of Rs. 900 was received from the Agent of the B. B. & C. I. Railway, being the amount contributed by the officers of that railway towards the above fund. This amount also was remitted to the Honorary Treasurer of the fund in March 1922 thus making the total contributions to the fund, through the Chamber, Rs. 86,350 in all.

GOVERNMENT OF INDIA GRANT TO THE IMPERIAL INSTITUTE.

The Associated Chambers of Commerce of India and Ceylon, in October 1922, forwarded to the Chamber copies of correspondence which had been received from the Association of British Chambers of Commerce, London, communicating the following resolution that had been passed by the Association :—

> "That this Association of British Chambers of Commerce greatly regrets the decision of the Government of India to discontinue its annual grant to the Imperial Institute. In view of the valuable work which the Institute has done for India, with which the Association of British Chambers of Commerce has in recent years been closely associated, and the importance of the Institute work not only to the industrial development of India, but to Indian trade with this country, the Association earnestly hopes that the Government of India will reconsider this question, especially in view of the increased support which other Governments, including

the British Government have now decided to give to the Imperial Institute in order to develop the operations of the Institute on the broadest lines in the interests of all the parts of the Empire."

From the papers submitted by the Associated Chambers it appeared that the reasons for the Government of India's decision to discontinue their annual grant to the Imperial Institute, London, were briefly as follows :—

As regards the dissemination of commercial information the organization of the Institute was not such as to fit it for this purpose and that the Indian Trade Commissioner in London was a better agency.

As regards research work on Indian raw materials, the Scientific Departments in India now maintained special staff and laboratory equipment and most of the work would therefore be done in this country in future. For vegetable products this was in most cases essential. Special investigations could be referred to the Department of Scientific and Technical Research in the United Kingdom. On mineral questions the work of the Institute would be completely superseded by the Imperial Mineral Research Bureau which was supported financially by the Government of India.

As regards the exhibition of commercial collections relating to India, the collection in the Institute was useless, antiquated and ill-kept.

The Associated Chambers asked for the views of this Chamber as to the desirability of taking the matter up with Government in view of the fact that there seemed little likelihood of the Government of India reconsidering their decision to discontinue the grant.

The Committee, however, were not disposed to urge the Government of India to reconsider their decision in regard to the grant in question although they deprecated the action which Government had seen fit to adopt in the matter, and they replied to the Associated Chambers accordingly. (*Appendix* Y-3).

REFINING OF SILVER AT THE BOMBAY MINT.

A petition signed by several members of the Bombay Bullion Merchants' Association was received in August 1922, requesting the Chamber to use its influence in persuading His Majesty's Mint or the Government of Bombay to undertake the refining of silver.

The Committee, however, did not see their way to take any action in the matter and informed the Bombay Bullion Merchants' Association accordingly. (*Appendix* Y-4).

TEACHING OF ESPERANTO IN SCHOOLS.

The Government of Bombay, towards the end of June 1922, informed the Chamber that the League of Nations was considering the question of adopting Esperanto as a common international language and requested to be favoured with the views of the Chamber regarding the desirability of teaching Esperanto in schools in India.

In reply the Committee stated that they were strongly of opinion that no steps should be taken by Government to teach Esperanto in schools in India until it was in common use in other parts of the world and, further, until the Indian budget showed a surplus which was not required for defence, sanitation and ordinary vernacular and English education. (*Appendix* Y-5).

EXHIBITIONS, FAIRS, ETC.

Papers in connection with the following fairs and exhibitions were received during the year under report and were placed at the disposal of members :—

Prague International Samples Fair, 3rd to 10th September 1922.

International Photographic Exhibition, Turin, 1923.

British Empire Exhibition, 1924.

National Fair, Kristiania, Norway, 3rd to 10th September 1922.

Fourth Official Brussels Commercial Fair, 9th to 25th April 1923.

International Samples Fair, Padua, Italy, 1st to 15th June 1922.

Commercial Exposition of Osaka, 15th March to 31st May 1923.

First Official Commercial Fair of Tananarive, Madagascar, 15th August to 15th September 1923.

British Industries Fair, London and Birmingham, 19th February to 2nd March 1923.

ZANZIBAR AND TEHERAN CHAMBERS OF COMMERCE.

The Chamber was advised in March 1922 of the inauguration of a British Chamber of Commerce in Teheran and in May 1922 of a Chamber of Commerce in Zanzibar.

TRADE WITH ZANZIBAR.

The Zanzibar Chamber of Commerce, in August 1922, forwarded to this Chamber a copy of the following resolution which was unanimously passed at a General Meeting of the Chamber held on 25th July 1922 and requested this Chamber to take such steps as might be deemed necessary to secure the removal of the restrictions referred to in the resolution :—

"That the attention of the Zanzibar Government be invited to the recently introduced regulations of the Portuguese Government requiring certificates (in triplicate) of value in respect of all goods exported to Portuguese East Africa Ports to be filed at the Portuguese Consulate, at a charge of Rs. 15 per invoice (plus 3 annas each for forms). In the opinion of this Chamber such a charge is very detrimental to the coastwise trade of this island, seeing that individual shipments to the smaller ports of Portuguese East Africa are usually very small in quantity and value, and that consequently the flat charge of Rs. 15 operates as a prohibitive tax against small exporters, while the trade of such ports as Ibo, Porto Amalia, etc., does not permit of shipments being made of sufficient substance to render the charge in question uninjurious. That this charge is therefore calculated to retard free development of traffic between ports of the two countries, which in the course of time should develop to an important extent. That the consequent reduction in traffic is likely to result in the cessation of regular direct marine communication with the smaller ports. That the Zanzibar Government be

requested to make suitable representations to the Portuguese Government with a view to the modification of the regulation in question, so as to restore freedom of trade between the two countries. That copies of this resolution be sent to the London Chamber of Commerce, all East African, South African and Indian Chambers of Commerce, with whom this Chamber is in communication, with an invitation to them to take sympathetic action."

The matter received the careful consideration of the Committee of this Chamber who, however, in replying to the Zanzibar Chamber stated that whilst they appreciated fully the extent to which the regulations in question, and the excessive and exhorbitant charges imposed thereunder, affected detrimentally the development of trade between Zanzibar and the ports referred to, they regretted that the enquiries they had made did not indicate any good purpose would be served by approaching the Government of India in the matter. (*Appendix* Y-6.)

PUNJAB-AMERICAN COTTON.

The Secretary of the Indian Central Cotton Committee, towards the end of May 1922, asked for the opinion of the Chamber on a suggestion he had made to the Director of Statistics to the effect that the area and yield for Punjab-American Cotton should be separately shewn in the all-India final cotton memorandum. It was pointed out that the information was available from the provincial cotton forecast issued by the Director of Agriculture, Punjab, and there seemed no reason why an incorrect figure should continue to be stated in the all-India forecast. In the correspondence

that had passed between the Secretary of the Indian Central Cotton Committee and the Director of Statistics it was mentioned that the area and yield for Punjab-American Cotton, as given by the Director of Agriculture, Punjab, were as follows :—

Years.	Area (in acres).	Yield (in tons).
1919–20	5,52,959	1,40,789
1920–21	3,65,000	1,44,000
1921–22	5,50,100	1,00,995

In replying to the Secretary, Indian Central Cotton Committee, the Committee stated that they were of opinion that Punjab-American Cotton was of sufficient importance to justify its separate specification in the all-India final cotton memorandum. (*Appendix* Z-1.)

WEEKLY WEATHER REPORT.

The Director-General of Observatories, Simla, informed the Chamber in August 1922 that in order to make the information regarding the rainfall of India more readily accessible to the commercial public and to present it graphically he proposed to issue a weekly weather report during the period June to October consisting of :—

(1) a short paragraph describing the chief features of the weather of the week ;

(2) a statement giving the actual rainfall, and departure from normal of rainfall in the 33 sub-divisions of India for (*a*) the week in question and (*b*) the seasonal period from 1st June ; and

(3) two maps of India in which the excess or defect of rainfall in the 33 sub-divisions for the week and for the period ending with the week would be shown by different shading.

A sample copy of the report was submitted by the Director-General who requested that he might be informed whether it would be useful to members of the Chamber.

A copy of the Director-General's letter was circulated to members with a request that those desirous of subscribing to the report might notify the Secretary of the Chamber and the replies received were duly passed on to the Director-General. (*Appendix* Z-2.)

LIST OF ACTS AFFECTING COMMERCE AND INDUSTRY PASSED BY THE INDIAN LEGISLATURE DURING THE YEAR 1922.

I. Indian Electricity (Amendment) Act.

II. Indian Factories (Amendment) Act.

VII. Indian Emigration Act.

IX. Civil Procedure (Amendment) Act.

X. Indian Limitation (Amendment) Act.

XI. Indian Income Tax Act.

XII. Indian Finance Act.

XV. Indian Ports (Amendment) Act.

XVIII. Negotiable Instruments (Amendment) Act, 1922.

XIX. Court Fees (Amendment) Act.

XXIII. Indian Transfer of Ships Restriction (Repealing) Act, 1922.

COAL.

Imports of Coal into Bombay by Sea and Rail.

The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1916 to 1922, is printed for the information of members:—

From	1916.	1917.	1918.	1919.	1920.	1921.	1922.
By Sea.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe (Private Owners)..	..	2,276	1,230	1,530	283	214,369	233,156
Do. (Railways) ..	..	..	..	..	..	152,142	295,235
Australia (Private Owners).	9,384	7,275	..	1,604	5,863	13,291	12,764
Do. (Railways) ..	..	..	..	..	..	49,177	5,615
Japan (Private Owners) ..	..	191	613	700	3,297	18,320	48,154
Do. (Railways)	..	..	..	..	..	6,050	..
Africa (Private Owners)..	13,985	12,341	35,698	33,489	14,590	146,228	185,020
Africa (Railways).. ..	..	..	..	..	..	248,830	7,140
Other Ports (Private Owners)	135	30	90	..	302	..	..
Other Ports (Railways) ..	..	..	..	..	..	..	..
Calcutta (Private Owners)..	1,444	..	..	9,065	294,972	432,076	70,462
Do. (Railways) ..	..	..	..	..	..	53,687	..
Total—By Sea ..	24,948	22,113	37,631	46,388	319,307	1,334,190	857,846
Total—By Rail ..	1,563,243	2,480,792	1,365,404	1,353,724	963,262	413,204	207,421
Grand Total ..	1,588,191	2,502,905	1,403,035	1,400,112	1,282,569	1,747,394	1,065,267

WHEAT.

The undermentioned notes have been made from the final general memorandum of the Wheat Crop of 1921-22:—

The total area was estimated at 28,234,000 acres as against 25,783,000 acres the previous year, thus showing an increase of 2,451,000 acres or 9·50 per cent; the total yield of the crop, which has already been harvested was estimated at 9,813,000 tons as compared with 6,706,000 tons last year or an increase of 3,107,000 tons or 46·35 per cent.

The detailed figures are as follows :—

(1) *Area (in thousand acres).*

Provinces and States.	1921-22.	1920-21.	Increase or Decrease.
	Acres.	Acres.	Acres
Punjab (*a*)	9,981	8,781	+ 1,200
United Provinces (*a*)...	6,905	6,589	+ 316
Central Provinces and Berar (*a*)	2,525	2,660	— 135
Bombay (*a*)	1,959	1,424	+ 535
Bihar and Orissa	1,133	1,094	+ 39
North-West Frontier Province	938	722	+ 216
Sind (*a*)...	464	363	+ 103
Bengal	124	117	+ 7
Delhi	41	28	+ 13
Ajmer-Merwara...	19	18	+ 1
Central India	2,577	2,798	— 221
Hyderabad	644	310	+ 334
Rajputana	850	809	+ 41
Baroda	69	67	+ 2
Mysore	6	4	+ 1
Total ...	28,334	25,783	+ 2,451

(*a*) Includes Indian States.

(2) *Yield (in thousand tons).*

Provinces and States.	1920-21.	1920-21.	Increase or Decrease.	Yield per acre.	
				1921-22.	1920-21.
	Tons.	Tons.	Tons.	lbs.	lbs.
Punjab (*a*)...	4,185	2,301	+ 1,884	939	587
United Provinces (*a*)	2,689	2,374	+ 315	872	807
Central Provinces and Berar (*a*).	697	365	+ 332	618	307
Bombay (*a*)	401	259	+ 142	459	407
Bihar and Orissa	546	455	+ 91	1,079	932
North-West Frontier Province.	259	147	+ 112	619	456
Sind (*a*)	135	70	+ 65	652	433
Bengal	26	31	— 5	470	594
Delhi	18	12	+ 6	983	960
Ajmer-Merwara	6	6	...	707	747
Central India	591	509	+ 82	514	407
Hyderabad	54	6	+ 48	188	43
Rajputana	185	154	+ 31	488	426
Baroda	20	16	+ 4	649	535
Mysore	1	1	...	280	260
Total ...	9,813	6,706	+3,107	779	583

(*a*) Includes Indian States.

The following figures show the total acreage and outturn of wheat in each official year from 1884-85 to 1921-22:—

Years.	Acres.	Outturn in Tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,867,550	7,093,529
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05	28,470,200	7,582,040
1905-06	26,295,800	8,578,540
1906-07	28,536,000	8,185,900
1907-08	22,806,200	6,104,200
1908-09	26,038,100	7,597,500
1909-10	28,017,500	9,590,600
1910-11	30,489,800	10,040,500
1911-12	31,141,000	9,924,500
1912-13	29,524,000	9,715,000
1913-14	28,475,000	8,358,000
1914-15	32,475,000	10,091,000
1915-16	30,320,000	8,652,000
1916-17	32,940,000	10,234,000
1917-18	35,487,000	9,922,000
1918-19	23,798,000	7,508,000
1919-20	29,949,000	10,122,000
1920-21	25783,000	6,706,000
1921-22*	28,234,000	9,813,000

* The figures for 1921-22 are subject to revision.

The fluctuations in the total Exports of Wheat from India to Foreign Countries during the last 41 years are shown below :—

(1881-82 to 1921-22).

Worst years.			Best years.		
Years.	Tons.	Rs.	Years.	Tons.	Rs.
1882-83 ...	709,688	6,08,88,136	1881-82 ...	995,050	8,62,00,618
1884-85 ...	792,494	6,31,60,182	1883-84 ...	1,050,070	8,89,58,112
1887-88 ...	676,908	5,56,23,733	1885-86 ...	1,053,446	8,00,53,311
1889-90 ...	690,110	5,79,26,147			
1890-91 ...	716,024	6,04,24,260	1886-87 ...	1,113,181	8,62,59,856
1892-93 ...	748,672	7,44,03,835	1888-89 ...	880,570	7,52,32,794
1893-94 ...	607,842	5,19,39,850	1891-92 ...	1,515,335	14,38,20,022
1894-95 ...	344,506	2,56,62,468			
1895-96 ...	500,208	3,91,43,765	1898-99 ...	976,024	9,71,96,877
1896-97 ...	95,531	83,64,498	1903-04 ...	1,295,565	11,08,89,546
1897-98 ...	119,630	1,34,11,515	1904-05 ...	2,150,025	17,90,60,692
1899-1900...	485,204	3,90,94,963			
1900-01 ...	2,501	3,00,832	1905-06 ...	939,523	8,53,43,996
1901-02 ...	366,090	3,25,59,204	1906-07 ...	801,445	7,25,44,650
1902-03 ...	514,607	4,51,53,570	1907-08 ...	880,459	8,58,50,350
1908-09 ...	109,757	1,34,00,777			
1914-15 ...	706,383	8,32,04,161	1909-10 ...	1,050,574	12,70,90,884
1915-16 ...	652,879	8,44,06,594	1910-11 ...	1,266,150	12,95,82,291
1916-17 ...	748,913	9,15,34,812	1911-12 ...	1,361,166	13,34,84,580
1918-19 ...	476,103	6,75,30,929			
1919-20 ...	8,642	20,36,604	1912-13 ...	1,660,163	17,69,37,226
1920-21 ...	937,665	4,10,03,185	1913-14 ...	1,202,205	13,13,33,561
1921-22* ...	80,818	1,46,82,887	1917-18 ...	1,454,374	19,00,27,665

* Subject to revision.

ESTIMATE OF THE WHEAT CROP OF THE SEASON 1921-22.

Share of each Province of Area and Yield for 1920-21 and 1921-22.

Provinces and States.	Area.			Yield.			Increase or Decrease in last and current years (1920-21 and 1921-22).			
	Of current year's crop, 1921-22.	Of last year's crop, 1920-21.	Average of preceding 5 years.	Of current year's crop, 1921-22.	Of last year's crop, 1920-21.	Average of preceding 5 years.	Area.	Percentage.	Yield.	Percentage.
British Provinces.	Acres	Acres.	Acres.	Tons.	Tons.	Tons.	Acres.		Tons.	
Punjab	8,789,000	7,751,000	8,976,000	3,644,000	3,030,000	2,793,000	+1,038,000	13·39	+1,614,000	79·60
United Provinces...	6,812,000	6,490,000	6,618,000	2,674,000	2,360,000	2,790,000	+ 322,000	4·96	+ 314,000	13·30
Central Provinces and Berar ...	2,448,000	2,568,000	3,473,000	678,000	354,000	872,000	— 120,000	4·67	+ 324,000	91·53
Bombay	1,501,000	1,106,000	1,287,000	278,000	168,000	300,000	+ 395,000	35·71	+ 110,000	65·47
Bihar and Orissa...	1,133,000	1,094,000	1,179,000	546,000	455,000	502,000	+ 39,000	3·56	+ 91,000	20·00
N.-W. Frontier Province ...	938,000	722,000	992,000	259,000	147,000	365,000	+ 216,000	29·91	+ 112,000	76·19
Sind	432,000	346,000	512,000	126,000	66,000	179,000	+ 86,000	24·85	+ 60,000	90·90
Bengal	124,000	117,000	123,000	26,000	31,000	33,000	+ 7,000	5·98	— 5,000	16·13
Delhi	41,000	28,000	32,000	18,000	12,000	12,000	+ 13,000	46·42	+ 6,000	50·00
Ajmer-Merwara ...	19,000	18,000	19,000	6,000	6,000	7,000	+ 1,000	5·55	...	.....
Total British Provinces...	22,237,000	20,340,000	23,211,000	8,255,000	5,629,000	7,754,000	+1,997,000	9·86	+2,626,000	46·65
Indian States.										
Punjab States ...	1,192,000	1,030,000	1,172,000	541,000	271,000	375,000	+ 162,000	15·72	+ 270,000	99·63
United Provinces State (Rampur).	93,000	99,000	(a) ...	15,000	14,000	(a) ...	— 6,000	6·06	+ 1,000	7·14
C. P. States ...	77,000	92,000	126,000	19,000	11,000	28,000	— 15,000	16·30	+ 8,000	72·72
Bombay States ...	458,000	318,000	478,000	123,000	91,000	151,000	+ 140,000	44·02	+ 32,000	35·16
Sind States... ...	32,000	16,000	30,000	9,000	4,000	11,000	+ 16,000	100·00	+ 5,000	125·00
Central India ...	2,577,000	2,798,000	3,228,000	591,000	509,000	669,000	— 221,000	7·89	+ 82,000	16·11
Hyderabad ...	644,000	310,000	1,034,000	54,000	6,000	42,000	+ 334,000	107·74	+ 48,000	800·00
Rajputana ...	850,000	809,000	956,000	185,000	154,000	195,000	+ 41,000	5·06	+ 31,000	20·13
Baroda	69,000	67,000	83,000	20,000	16,000	(a) ...	+ 2,000	2·98	+ 4,000	25·00
Mysore	5,000	4,000	4,000	1,000	1,000	1,000	+ 1,000	25·00	.....	.....
Total Indian States	5,997,000	5,543,000	(b) 7,111,000	1,558,000	1,077,000	(c) 1,476,000	+454,000	8·19	+ 481,000	44·66
GRAND TOTAL..	28,234,000	25,783,000	(b) 30,322,000	9,813,000	6,706,000	(c) 9,230,000	+2,451,000	9·50	+3,107,000	46·33

(a) Not available. (b) Excluding Rampur State in the United Provinces. (c) Excluding Rampur State in the United Provinces and Baroda.

The course of retail prices of Wheat, as given in the *Gazette of India*, has been recorded in the reports for the last 29 years, and is here brought up-to-date :—

SEERS (OF 80 TOLAS) TO THE RUPEE.

		Punjab.	United Provinces.	Central Provinces.	Bombay.
March	1894	23·88	16·19	18·06	15·12
,,	1895	21·62	15·19	14·56	14·56
,,	1896	14·25	12·25	13·88	13·37
,,	1897	8·25	8·88	9·09	7·75
,,	1898	14·37	12·94	11·19	9·56
,,	1899	17·50	17·19	15·00	12·94
,,	1900	14·82	12·31	9·44	7·62
,,	1901	11·23	10·5	8·87	8·18
,,	1902	15·56	14·31	12·75	9·19
,,	1903	15·01	14·75	13·84	10·85
,,	1904	16·85	15·67	14·76	15·24
,,	1905	15·30	12·95	14·32	12·34
,,	1906	14·04	11·40	12·30	8·88
,,	1907	16.57	12·73	14·72	9·90
,,	1908	8·56	7·81	8·25	7·75
,,	1909	8·88	9·48	10·18	7·93
,,	1910	11.33	10·26	11·18	8·48
,,	1911	14·50	13·40	13·96	10·04
,,	1912	11 49	11·50	11·96	8·47
,,	1913	10·99	11·01	11·21	8·78
,,	1914	10·85	9·69	10·09	8·72
,,	1915	7·92	7·37	8·59	7·60
,,	1916	10·80	9·82	10·43	8·39
,,	1917	9·35	9·26	9·85	8·65
,,	1918	8·15	8·40	8·69	6·06
,,	1919	6·99	6·25	5·35	4·00
,,	1920	7·28	6·33	5·80	4·94
,,	1921	6·36	6·72	6·35	4·91
,,	1922	4·72	5·23	5·65	4·68
April	1922	6·17	6 08	5·76	4·65

The yield per acre is shown in the following statement :—

Provinces.	Average of previous 5 years.	* Year 1920-21.	† Year 1921-22.
Bombay Proper	·233	·151	·185
Provinces supplying Bombay ...	·224	·163	·229
All-India	·304	·260	·347

* ectified. †Subject to revision.

COTTON.

The lower prices prevailing during the sowing period in 1921 caused a reduction of about 13 per cent. in the cotton acreage. Growing conditions were on the average good. All the Oomra districts did excellently and produced a crop almost record in outturn and quality. Deficiency of rainfall reduced the crop in the Gujerat, Westerns and Coompta areas. Excess rains did considerable damage in United Provinces whilst hot winds late in the season considerably affected the outturn in the Punjab. The nett result was a considerably larger crop than the previous year in spite of the reduced acreage.

The following figures show the movement of cotton bales through Bombay during the season :—

Stocks on 1st September 1921, (including Mill Stock)		1,221,000
Arrivals for year ending 31st August 1922.		3,462,000
		4,683,000
Exports 1-9-1921 to 31-8-1922—		
Europe	646,000	
China	396,000	
Japan	1,501,000	
Coast Ports	52,000	
		2,595,000
Up-country by Rail, ...		120,000
Bombay Mills Consumption		1,001,000
Carry over 31st August 1922... ...		967,000
		4,683,000

The season opened with the corner in September Oomra. This was successful owing to the assistance given by a large advance during that month in the value of American cotton. One of the successful September Clique attempted another corner in December-January Oomra but this hopelessly failed owing to both the Oomra and American crops turning out larger than anticipated. During this period large fluctuation occurred. In September, Oomra for that month's delivery advanced steadily from Rs. 413 to Rs. 530. On 1st September F. G. Broach was quoted at Rs. 416 with December-January Oomra at Rs. 393. These prices advanced to Rs. 628 and Rs. 553 by 3rd October, declined to Rs. 400 and Rs. 343 by 14th November, and advanced again to Rs. 540 and Rs. 482 on 28th December. On the failure of the Corner prices declined rapidly until on 9th February F. G. Broach was about Rs. 395 and March Oomra Rs. 328. After this the market slowly recovered and remained steady for the remainder of the season. Another Corner was unsuccessfully attempted and July-August F. G. Broach advanced to about Rs. 550 but ran out at Rs. 533. At the end of the season another large Corner was being attempted and September Oomra was quoted Rs. 472 with new crop Broach and Oomra Rs. 481 and Rs. 438 respectively.

The following statement shows the total amount of each settlement clearing and the number of Balance Sheets submitted through the Clearing House during the season:—

No. of Clearing.	Date.	Branch Settlement Rate.		No. of Balance Sheets submitted.	Amount.	Remarks.
		April-May 1922.	July-August 1922.			
					Rs. a. p.	
1	14-9-1921 ..	487	....	304	1,20,04,600 0 0	Cotton Contracts Board Clearing.
2	28-9-1921 ..	523	....	313	43 27,439 8 0	
3	12-10-1921 ..	584	....	310	76,98,254 8 0	
3A	20-10-1921 ..	..	....	15	33,948 8 0	
4	28-10-1921 ..	482	....	301	1,63 52.137 8 0	
5	1-12-1921 ..	455	....	300	58,60,289 0 0	
6						5th Clearing postponed to 1st Dec. 1921.
7	13-12-1921	461	....	295	31,43,540 8 0	
8	28-12-1921 ..	487	....	295	49,26,861 0 0	
9	16-1-1922 .	457	....	302	97,67,289 8 0	
10	28-1-1922 ..	418	....	312	73,01,791 10 0	
11	13-2-1922 ..	397	....	316	49,75,417 8 0	
12	27-2-1922 ..	425	....	321	51,80,070 8 0	
13	13-3-1922 ..	408	....	323	25,47,905 0 0	
14	29-3-1922 ..	440	....	319	54,80,683 0 0	
15	12-4-1922 .	464	486	322	46,37,908 8 0	
16	28-4-1922 ..	457	490	311	39.45,108 8 0	
17	16-5-1922 .	497	521	312	66,18,448 8 0	
18	30-5-1922 ..	....	521	303	10,62 408 8 0	
1	12-6-1922 ..	....	499	297	27,47.885 0 0	E. I. C. Association Clearing.
2	29-6-1922 ..	....	528	296	44,74,999 8 0	
3	13-7-1922 ..	(1923)	549	301	25,87,071 0 0	
4	28-7-1922 ..	489	540	310	56,77,434 8 0	
5	11-8-1922 ..	463	540	309	16,46,222 8 0	
6	30-8-1922 ..	495	....	313	69,01,856 8 0	
		Grand	Total ..	7,099	12,98,94 565 10 0	
	1918-1919 ..	Balance	Sheets submitted	7763	14,40,57,653 0 0	
	1919-1920 ..	,,	,, ,,	9677	10,79,44,438 0 0	
	1920-1921 ..	,,	,, ,,	6582	4,72,10,692 15 0	

The following table gives details of arrivals into Bombay during the season with the total of the five previous years. (Seasons ending 31st August in each case):—

Varieties.	1916-1917.	1917-1918.	1918-1919.	1919-1920.	1920-1921.	1921-1922.
Khandeish	300,091	173,785	196,138	363,057	252,352	355,071
Central India	181,778	70,337	176,068	219,617	262,329	226,427
Barsi Nuggar	131,834	95,570	200,550	333,811	133,521	373,985
Hyderabad-Gaorani						
Berar	405,076	250,217	449,838	632,578	415,881	763,045
Central Provinces	94,415	51,643	217,606	268,287	270,833	267,147
Dholleras	417,484	401,635	67,987	271,785	198,353	317,414
N. W. Provinces	285,361	137,284	86,449	182,894	166,729	170,053
Rajputana	192,947	46,960	56,558	53,379	95,012	153,576
Sind Punjab	342,656	291,325	479,636	388,316	281,170	220,121
Broach	306,674	216,248	201,794	275,393	240,822	222,630
Compta Dharwars	221,268	240,766	159,725	186,918	252,996	147,400
Westerns-Northerns	150,824	192,189	152,221	160,318	112,046	63,574
Coconada	27,981	29,348	14,653	10,925	17,493	8,365
Tinnevelly and Cambodia	45,785	82,099	65,978	57,957	63,857	64,238
Persians	296	1,370	2,649	2,841	292	3,226
Americans	68	2	1,265	.....	81,305	23,058
Egyptians	463	...	121	.....	2,699	2,050
Comilla, Burmah and other Sorts	15,346	25,667	13,797	18,948	31,226	81,099
Total ...	3,120,747	2,306,445	2,543,033	3,427,024	2,878,716	3,462,479

After an unsuccessful attempt in November 1921 the control of the trade was taken over from the Cotton Contracts Board on 1st June 1922 by the East India Cotton Association, Ltd.

Comparative Statement showing the actual clearances of Cotton from Bombay to different ports during the years 1922 and 1921.

To	1922. Six months ending 30th June.	1922. Six months ending 31st December.	1922. Total for 12 months.	1921. Six months ending 30th June.	1921. Six months ending 31st December.	1921. Total for 12 months.	Increase or Decrease.	Percentage.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
London	15	.....	15	27	120	147	— 132	89·79
Liverpool	29,033	48,455	77,488	11,989	11,305	23,294	+ 54,194	232·65
Marseilles	(A) 3,344	(D) 1,621	4,965	1,648	2,691	4,339	+ 626	14·42
Havre	6,499	3,229	9728	1,389	1,876	3,265	+ 6,463	197·94
Dunkirk	43,737	32,509	76,246	10,782	13,634	24,416	+ 51,830	212·27
Antwerp	(B) 50,306	41,401	91,707	43,135	48,134	91,269	+ 438	·47
Ghent	29,608	27,702	57,310	18,104	25,337	43,441	+ 13,869	31·92
Copenhagen	.....	55	55	.....	55	55	.....	...
Amsterdam	.....	.....	.....	1	.....	1	— 1	...
Rotterdam	1,100	774	1,874	2,101	1,430	3,531	— 1,657	46·92
Gothenburgh ...	.....	220	220	.....	.....	.....	+ 220	...
Norkopping	.....	.....	.....	30	.....	30	— 30	...
Malmoe	220	440	660	.....	...	.....	+ 660	...
Bergen	112	112	224	.....	.....	.....	+ 224	...
Hamburg	66,847	53,529	120,376	49,619	99,220	148,839	— 28,463	19·12
Bremen	1,100	3,995	5,095	550	55	605	+ 4,490	742·14
Bremen or Weserhafen	.....	330	330	.....	.....	.....	+ 330	...
Danzig	.....	55	55	.....	.....	.....	+ 55	...
Bilbao...	270	.....	270	410	320	730	— 460	63·01
Passages	425	700	1,125	200	200	400	+ 725	181·25
Malaga	100	.....	100	.....	.....	.....	+ 100	...
Barcelona	22,463	14,130	36,593	12,750	8,832	21,582	+ 15,011	69·55
Oporto	.....	.....	.....	.....	100	100	— 100	...
*Trieste	(C) 17,223	(E) 20,887	38,110	(G) 23,544	(J) 15,464	39,008	— 898	2·30
*Trieste or Venice ...	110	.....	110	.....	.....	.....	+ 110	...
Trieste, Venice or Sacca Fisola ...	.....	.....	.....	.....	3,075	3,075	— 3,075	...

Comparative Statement showing the actual clearances of Cotton from Bombay to different ports during the years 1922 and 1921—contd.

To	1922. Six months ending 30th June.	1922. Six months ending 31st December.	1922. Total for 12 months.	1921. Six months ending 30th June.	1921. Six months ending 31st December.	1921. Total for 12 months.	Increase or Decrease.	Percentage.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Venice	15,719	(F) 18,366	34,085	(H) 21,695	(K) 19,352	41,047	— 6,962	16·96
Venice (for orders) ...	.....	.....	.....	.....	1,400	1,400	— 1,400	...
Genoa	21,199	32,351	53,550	(I) 20,465	19,805	40,270	+ 13,280	32·97
Genoa or Naples ...	.....	1,120	1,120	.....	.....	.....	+ 1,120	...
Naples	10,033	7,230	17,263	2,000	9,050	11,050	+ 6,213	56·22
Mestre	.....	.....	.....	986	.....	986	— 986	...
Piraeus	.....	.....	.....	35	.....	35	— 35	...
Salonica	.....	.....	.....	300	.....	300	— 300	...
Smyrna	255	800	1,055	.....	400	400	+ 655	163·75
New York	1,600	695	2,295	.....	100	100	+ 2,195	2,195·00
Boston	550	50	600	.....	.....	.....	+ 600	...
Melbourne	200	200	400	100	.....	100	+ 300	300·00
Colombo	1,387	3,556	4,943	434	652	1,086	+ 3,857	355·15
Japanese Ports ...	698,014	640,111	1,338,125	757,906	723,619	1,481,525	— 143,400	9·67
Chinese Ports ...	327,792	20,961	348,753	206,359	135,783	342,142	+ 6,611	1·93
Other Foreign Ports	.....	18	18	149	2	151	— 133	88·07
Calcutta and Coast Ports	31,149	15,584	46,733	15,485	11,127	26,612	+ 20,121	75·60
Total ...	1,380,410	991,186	2,371,596	1,202,193	1,153,138	2,355,331	Net Increase + 16,265 or ·69%	

N. B.—The totals for each Port cannot be taken as showing the actual imports of the country to which the said Port belongs—for, in some cases the named Port is used as a transhipping Port to other countries, as the undernoted notes will show :—

1922.—(A) Including 850 bales for Spain. (B) 560 Germany (C) 275 Germany, 13,783 Austria. (D) 100 Spain, (E) 18,292 Austria. (F) 275 Austria.

1921—(G) Including 2,101 bales for Italy, (H) 4 Switzerland, (I) 3 Switzerland, (J) 1,015 Italy, (K) 650 Austria.

*Up till 31st December 1921 Trieste was treated as an Austrian Port and since that date as an Italian Port.

The following table gives the actual clearances of Cotton from Bombay to different countries during the years ending 31st December 1922 and 1921 :—

Country of Final Destination.	1922.	1921.
	F.P. Bales.	F.P. Bales.
United Kingdom	77,503	23,441
France	89,989	32,020
Belgium	148,457	134,710
Holland	1,874	3,532
Denmark	55	55
Norway	224	.....
Sweden	880	30
Germany	126,691	149,444
Portugal	.....	100
Spain	39,038	22,712
Switzerland	.....	7
Austria	32,550	36,512
Italy	111,413	100,317
Greece	.....	335
United States of America ...	2,895	100
Smyrna	1,055	400
Australia	400	100
Japan	1,338,125	1,481,525
China	348,753	342,142
Ceylon	4,943	1,086
Other Countries	18	151
India (Calcutta and Coast Ports).	46,733	26,612
Total ...	2,371,596	2,355,331

RAINFALL AT BOMBAY, 1843 TO 1921.

The following statement showing the Rainfall registered at the Colaba Observatory, Bombay, for each month during the years 1843-1921, is published for the information of members :—

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1843	..	..	..	..	0·15	7·61	20·62	17·70	8·39	0·77	..	..	55·24
1844	0·06	0·33	..	..	..	18·58	29·28	5·91	8·05	0·40	..	0·10	62·71
1845	..	..	..	..	..	17·88	18·07	9·54	8·63	..	..	..	54 12
1846	..	..	..	..	..	26·41	13·19	6·65	6·65	1·03	..	..	73·93
1847	0·09	0·02	..	0·31	1·40	37·56	16·46	5·68	5·68	0·28	5·53	..	76·01
1848	..	..	..	0·59	5·67	39·98	13·90	7·37	2·32	5·84	0·19	..	75·86
1849	0·34	..	..	..	..	23·41	50·99	12·66	26·13	0·75	0·61	..	114·89
1850	..	..	..	..	..	14·80	20·15	5·39	4·77	4·89	0·25	..	50·25
1851	..	..	..	..	0·52	24·50	47·02	20·03	3·89	0·04	0·07	..	96·07
1852	..	..	0·01	..	0·30	21·76	22·17	11·16	12·67	0·19	..	1·01	69·27
1853	..	0·05	0·02	..	..	33·70	13·05	5·95	9·83	..	..	..	62·66
1854	..	..	..	..	..	16·34	38·95	3·90	13·61	7·49	1·85	..	82·14
1855	..	..	..	..	..	29 18	11·83	3·82	5·20	0·06	..	..	50·18
1856	..	..	..	..	2·09	24·66	24·48	6·73	7·78	0·00	..	0·12	65·92
1857	..	..	..	..	0·57	9.26	8·74	15·71	14·21	2·78	..	..	51·27
1858	..	..	..	0·15	1·57	14·44	20·12	7·48	15·47	3·22	..	..	62·45
1859	..	..	..	..	..	26·87	28·70	14·59	5·94	1·06	..	..	77·16
1860	..	..	..	..	0·03	21·97	22·39	7·11	8·15	2·50	..	..	62·15
1861	..	..	..	..	0·69	15·43	25·34	30·35	3·24	1·86	..	..	76·91
1862	..	..	..	..	0·01	22·31	15·10	12·65	21·69	1·42	0·45	..	73·63
1863	0·41	..	..	0·11	0·07	23·41	30·78	10·60	0·98	2·32	..	..	77·68
1864	..	..	..	..	0·01	15·42	13·36	10·72	5·59	..	0·47	..	45·57
1865	0·38	..	..	..	..	10·61	18·28	36·42	4·86	6·16	1·14	..	77·85
1866	..	0·11	..	..	..	13·43	40·34	20·34	3·44	0·74	..	..	78·44
1867	..	..	..	..	..	8·70	39·39	12·21	6·80	5·07	0·13	..	72·30
1868	..	..	0·01	..	..	13·52	20·43	20·29	7·71	0·14	0·02	..	62·12
1869	..	..	..	..	0·03	26 22	23·89	15·24	22·56	3·55	0·05	0·12	91·66
1870	..	..	0·03	0·02	..	21·73	26·43	6·27	7·08	4·65	..	..	66·21
1871	2·22	..	..	..	1·25	8·91	9·96	8·95	6·01	0·25	2·97	0·06	40·58
1872	..	..	..	..	0·06	24·43	24·84	9·49	15·89	1·07	..	..	76·48
1873	..	0·05	..	..	0·51	20·36	19·68	23·96	7·77	0·07	..	..	69·70
1874	..	..	..	..	0·05	18·68	41·24	11·14	11·05	0·02	..	..	82·18
1875	0·07	..	..	..	..	24·36	15·39	12.28	31·76	..	0·35	..	84·56
1876	..	..	..	..	0/01	12·97	23·69	8·66	4·68	..	..	..	50·01
1877	0·22	0·52	..	..	..	35·58	11·10	8·51	8·89	8·33	..	..	73·15
1878	0·03	..	..	0·02	0·02	19·99	48·33	20·46	16·42	4·89	2·61	..	112·77
1879	..	..	0·03	..	5·23	16·56	11·21	22·36	5·61	0·40	..	..	61·40
1880	..	0·01	0· 2	..	..	21·48	18·37	3·36	22·80	1·18	..	..	67·94
1881	..	..	0·04	..	0·36	15·29	29·47	19·06	4·56	4·17	0·09	..	73·04
1882	..	0·04	0·02	0·08	0·02	27·54	26·94	3·63	10·08	1·12	0·03	..	69·23
1883	0·12	..	..	..	0·33	13·65	39·88	12·57	12·37	10·40	0·86	..	90·18
1884	0·03	..	..	..	..	13 25	25·87	15·29	17·04	2.22	0·60	1·14	75·44
1885	..	..	..	..	0·02	5·11	21·87	25·42	12·01	3·54	..	..	67·91
1886	..	..	..	0·01	0·96	43·45	35·79	10·69	6·54	1·69	0·61	..	99·74
1887	..	..	..	0·02	0·09	24·07	30·98	17·59	18·23	2·79	1·02	0·16	94·95
1888	1·85	0·02	0·10	..	..	15·76	22·47	11·43	4·92	0·11	1·16	..	57·82
1889	..	..	..	..	0·67	19·89	30·45	10·32	2·71	3·80	..	..	67·84
1890	..	..	..	0.01	0·06	24·55	21·54	10·61	6·45	0·58	1·25	1·13	66·18
1891	..	..	0·22	..	..	13·99	32·48	9·64	22·53	1·04	..	..	77·20
1892	..	..	..	..	0·11	13·50	23·86	36·56	18·73	1·89	0·67	..	95·12
1893	..	0·14	..	0.02	6·30	21·47	16·14	13·55	7·54	0·45	1·03	..	67·24
1894	0·22	..	0·06	0.01	..	16·87	26·16	8·40	12·04	3·08	..	0·01	66·85
895	..	0·07	..	..	0·08	17·84	18·04	15·97	11·91	3·62	0·06	..	67·59
1896	..	..	..	..	0·26	28·02	36·44	20·77	1·62	0·01	0·53	..	87·65
1897	0·01	..	..	..	..	14·40	30·19	13·82	20·60	2·51	0·22	..	81·75
1898	..	0·17	..	..	0·16	27·21	20·72	5·28	19·94	0·48	0·13	..	74·09
1899	..	..	..	1.57	0·08	20·81	4·72	5·23	3·49	..	..	..	35·90
1900	..	..	..	..	..	18·26	25 75	17·62	7·49	..	..	..	69·12

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1901 ..	0·74	..	..	0·04	0·01	25·36	32·70	14·27	1·81	0·39	..	..	75·32
1902 ..	..	..	..	..	..	9·77	16·96	16·53	27·11	0·78	0·01	0·81	71·97
1903 ..	..	..	0·17	..	7·79	19·75	24·82	18·23	7·82	5·91	..	..	84·49
1904 ..	..	..	0·07	..	0·02	15·10	10·14	5·72	1·81	0·56	..	..	33·42
1905 ..	..	0·08	..	..	..	6·53	15·30	4·35	6·16	0·20	1·04	..	33·56
1906 ..	..	0·15	..	..	..	12·91	18·34	20·02	3·08	..	..	..	56·30
1907 ..	..	0·27	..	0·06	..	22·48	59·05	15·99	2·26	0·67	..	..	100·73
1908 ..	0·09	0·07	0·06	..	..	12·39	23·65	9·87	6·79	0·62	..	..	53·54
1909 ..	..	..	..	..	..	16·60	30·05	8·52	16·05	..	..	..	71·22
1910 ..	..	..	..	..	0·03	23·50	6·50	18·15	15·25	4·29	0.14	..	67·86
1911 ..	0·06	..	..	..	0·04	10·85	15·24	17·09	2·96	..	0.27	..	46·51
1912 ..	..	..	..	..	0·43	10·79	25·40	9·90	3·26	0·65	3.62	..	54·05
1913 ..	..	0·07	..	..	..	25·81	33·33	3·72	5·75	2·35	..	..	71·03
1914 ..	..	0·08	..	0·07	..	16·65	30·13	13·27	21·06	0·01	0·18	..	81·45
1915 ..	..	0·30	0·69	0·06	0·36	39·78	14·62	8·45	10·78	2·55	0·02	..	77·61
1916 ..	..	..	..	0·04	0·07	23·43	22·78	19·51	14·59	4·79	0·72	..	85·93
1917 ..	..	1·68	..	..	0·88	14·06	13·26	32·18	16·92	10·96	..	..	99·54
1918 ..	..	..	1·46	..	11·00	10·82	4·25	4·81	3·11	..	0·09	..	35·54
1919 ..	0·11	..	..	..	..	16·31	31·30	0·85	8·03	1·54	0·18	..	68·32
1920 ..	0·99	0·33	..	..	..	8·16	22·00	5·18	4·05	0·34	..	..	41·05
1921 ..	..	..	..	..	..	26·74	35·68	10·36	13·02	0·22	..	..	86·02
1922 ..	..	..	..	..	..	26·48	31·15	5·08	6·95	0·61	..	0·14	70·41

RAINFALL OF THE YEAR 1922.

The following table, in which the year is divided into the Meteorological Seasons observed in the Meteorological Department, is compiled from the Reports issued by that office in order to present, in a condensed form, a definite record of the weather of the past year :—

	STATIONS.	From 1st Nov. 1921 to 31st May 1922.			From 1st June to 31st Oct. 1922.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Gulf.	Bushire						
	Do. 30th	11·97	10·75	+1·22	0	0·09	—0·09
	Jask ..				0	0·14	—0·14
	Muskat	1·98	3·91	—1·93	0	0·25	—0·25
	Do. 30th	1·98	3·91	—1·93			
Punjab.	Multan	1·88	2·07	—0·19	2·51	4·85	—2·34
	Rawalpindi	12·39	11·76	+0·63	25·36	22·30	+3·06
	Lahore	1·76	4·65	—2·89	15·69	14·93	+0·76
	Hissar	1·34	2·77	—1·43	15·43	11·25	+4·18
	Ambala	2·79	6·70	—3·91	29·36	23·02	+5·44
	Delhi ..	0·85	4·01	—3·16	21·95	23·37	—1·42
United Provinces	Agra ..	0·90	2·51	—1·61			
	Mainpuri				33·20	24·11	+0·09
	Jhansi	1·43	2·31	—0·88	35·83	33·64	+2·19
	Cawnpore	2·36	2·74	—0·38	46·06	33·16	+12·90
	Allahabad	1·58	2·71	—1·13	42·91	36·09	+6·82

	STATIONS.	From 1st Nov. 1921 to 31st May 1922.			From 1st June to 31st Oct. 1922.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.
Sind.	Jacobabad	2·60	1·37	+1·23	0	2·22	—2·22
	Karachi	1·49	1·72	—0·23	1·77	5·92	—4·15
Rajputana.	Ajmer	0·34	2·05	—1·71	13·02	18·16	—5·14
	Jaipur	0·59	2·23	—1·64	16·25	21·40	—5·15
	Kotah	0·05	1·95	—1·90	26·39	24·56	+1·83
	Mount Abu	2·62	1·94	+0·68	50·30	56·25	—5·95
Kathiavar	Bhuj	0	0·62	—0·62	10·21	13·74	—3·53
	Dwarka	0	0·84	—0·84	8·18	13·66	—5·48
	Veraval	0·04	0·51	—0·47	10·39	17·77	—7·38
	Rajkot	0	0·67	—0·67	16·03	25·39	—9·36
	Bhavnagar Para	0	0·72	—0·72	18·00	21·68	—3·68
Gujarat	Surat	0	0·54	—0·54	40·50	40·44	+0·06
	Ahmedabad	0	0·52	—0·52	37·69	28·63	+9·06
	Deesa	0	0·73	—0·73	27·34	22·84	+4·50
Central India West.	Neemuch	1·11	1·41	—0·30	37·10	26·62	+10·48
	Indore	0·53	1.64	—1·11	32·29	30·70	+1·59
Central Provinces.	Jubbulpore	2·41	3·63	—1·22	58·92	51·38	+7·54
	Saugor	2·03	2·95	—0·92	45·35	41·81	+3·54
	Hoshangabad	3·90	2·54	+1·36	39·30	45 73	—6·43
	Khandwa	2·29	1·77	+0·52	20·93	27·77	—6·84
	Akola	2·33	2·62	—0·29	29·58	29·37	+0·21
	Amraoti	0·55	2·91	—2·36	27·79	30·56	—2·77
	Nagpur	0·78	4·04	—3·26	40·02	45·12	—5·10
	Chanda	1·38	4·21	—2·83	48·98	48·47	+0·51
	Raipur	1·25	3·87	—2·62	48·18	46·15	+2·03
Konkan	Bombay	0	1·35	—1·35	70·82	69·80	—1·02
	Ratnagiri	1·59	2·18	—0·59			
	Mormugao	3·03	3·66	—0·63	87·27	90·18	—2·91
	Karwar	6·03	5·16	+0·87	105·56	115·47	—9·91
Bombay Deccan.	Malegaon	2·14	2·00	+0·14	10·14	20·58	—10·44
	Ahmednagar	3·56	2·66	+0·90	9·93	19·67	—9·74
	Poona	3·76	2·89	+0·87	17·25	24·36	—7·11
	Sholapur	8·91	3·17	+5·74	12·58	25·35	—12·77
	Bijapur	8·17	3·53	+4·64	7·48	16·97	—9·49
	Belgaum	8·53	6·27	+2·26	38·10	44·59	—6·49
Hyderabad	Aurangabad	3·24	2.58	+0·66	23·43	25·20	—1·77
	Nizamabad (Indur.)	6·46	3.11	+3·35	30·62	37·72	—7·10
	Hyderabad	7·44	3.97	—3·47	20·03	27·65	—7·62
Malabar	Mangalore	13·06	10.62	+2·44	123·88	115·81	+8·07
	Calicut	16·48	18.35	—1·87	104·34	98·94	+5·40
	Cochin	34·02	27.90	+6·12	89·57	86 70	+2·87
Ceylon	Colombo	44·17	48·8	—4·69	26·06	35·71	—9·65
Madras excluding Malabar & Mysore)	Masulipatam	4·25	8·78	—4·53	26·27	31·43	—5·16
	Bellary	5·06	5·34	+0·62	8·00	14·79	—6·79
	Cuddapah	4·47	7·22	—2·75	14·96	23·81	—8·85
	Madras	9·92	22·48	—12·56	28·80	27·37	+1·43
	Bangalore	9·93	9·60	+0·33	23·36	25·50	—2·14
	Coimbatore	12·12	9·88	+2·24	10·00	12·32	—2·32
	Trichinopoly	13·94	14·35	—0·41	15·98	18·31	—2·83
	Negapatam	14·22	32·63	—18·41	24·10	21·52	+2·58

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages with Receipts, Expenditure, &c.

Year ending.	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
From 18th May 1870 to 30th November 1872	Not recorded	Rs. 52,215	Rs. 36,315	Rs. 15,900	Rs. ..
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	..
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	..
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	..
Do. 30th Nov. 1876	1,240,034	19,375	22,355	..	2,980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	..	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23,287	..	2,450
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	..
Do. 30th Nov. 1880	1,163,545	33,210	20,804	10,135	..
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	..
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	..
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,187	..
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	..
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	..
Do. 31st Dec. 1886	1,748,856	32,893	21,582	11,311	..
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	..
Do. 31st Dec. 1888	1,659,273	36,371	21,057	15,314	..
Do. 31st Dec. 1889	2,156,604	43,042	21,648	21,394	..
Do. 31st Dec. 1890	2,335,935	45,872	23,171	22,701	..
Do. 31st Dec. 1891	2,012,900	39,533	23,402	16,131	..
Do. 31st Dec. 1892	1,946,389	38,017	24,495	13,522	..
Do. 31st Dec. 1893	1,691,755	32,517	24,273	8,244	..
Do. 31st Dec. 1894	1,708,723	33,665	25,156	8,509	..
Do. 31st Dec. 1895	1,679,325	34,921	21,546	13,375	..
Do. 31st Dec. 1896	2,049,862	30,061	22,240	17,821	..
Do. 31st Dec. 1897	1,746,610	33,956	22,484	11,472	..
Do. 31st Dec. 1898	1,910,140	36,174	21,100	15,074	..
Do. 31st Dec. 1899	2,132,663	41,684	21,041	20,643	..
Do. 31st Dec. 1900	1,147,591	28,302	20,844	7,458	..
Do. 31st Dec. 1901	2,047,198	45,497	21,918	23,579	..
Do. 31st Dec. 1902	2,159,823	43,709	26,865	16,844	..
Do. 31st Dec. 1903	2,664,171	53,654	31,522	22,132	..
Do. 31st Dec. 1904 ..	2,292,791	48,673	‡29,666	19,003	..
Do. 31st Dec. 1905	2,534,599	53,255	‡31,427	21,828	..
Do. 31st Dec. 1906	2,685,432	54,215	‡33,516	20,699	..
Do. 31st Dec. 1907	2,976,312	60,171	‡37,054	23,117	..
Do. 31st Dec. 1908	2,302,349	48,844	‡39,706	9,138	..
Do. 31st Dec. 1909	2,736,023	57,502	‡38,310	19,192	..
Do. 31st Dec. 1910	3,163,919	65,853	‡40,617	25,236	..
Do. 31st Dec. 1911	2,390,016	54,123	‡44,028	10,095	..
Do. 31st Dec. 1912	2,528,825	55,571	‡41,953	13,618	..
Do. 31st Dec. 1913	3,127,997	64,049	‡42,441	21,608	..
Do. 31st Dec. 1914	3,336,685	65,197	‡46,014	19,183	..
Do. 31st Dec. 1915	3,461,744	73,410	‡45,002	28,408	..
Do. 31st Dec. 1916	3,409,241	85,407	‡47,571	37,836	..
Do. 31st Dec. 1917	2,944,353	67,356	‡51,363	15,996	..
Do. 31st Dec. 1918	1,933,943	73,386	‡51,640	21,746	..
Do. 31st Dec. 1919	2,910,991	86,189	‡56,154	30,035	..
Do. 31st Dec. 1920	3,027,873	1,06,901	‡80,146	26,755	..
Do. 31st Dec. 1921	3,407,858	1,54,071	‡80,208	73,863	..
Do. 31st Dec. 1922	3,517,691	1,60,333	‡86,399	73,934	..

‡ Including Rs. 10,000 credited to Chamber's Fund for Office supervision.

Statement showing the total Measurement of Bales and Miscellaneous Packages, with Receipts for the years 1913 to 1922.

Year.	Net Bales certified.			Nett Miscellaneous Articles.			Nett Round Logs.			Extra Fees.			Nett Totals.		
	Number of Bales.	Nett Fees.		Number of Packages.	Nett Fees.		Number of Logs.	Nett Fees.		Articles certified.	Amount.		Packages.	Nett Fees.	
		Rs. a. p.			Rs. a. p.			Rs. a. p.			Rs. a. p.			Rs. a. p.	
1913	2,843,348	44,427	5 0	284,618	18,896	6 0	31	15	8 0	..	710	9 3	3,127,997	64,049	12 3
1914	3,099,996	48,437	7 0	236,676	15,872	8 6	13	6	8 0	..	880	12 6	3,336,685	65,197	4 0
1915	2,985,392	46,646	7 0	396,352	25,421	1 9	..	....		..	1,342	9 9	3,361,744	73,410	7 6
1916	2,872,260	44,879	1 0	536,981	38,340	15 9	..	....		..	2,187	11 3	3,409,241	85,407	12 0
1917	2,575,480	40,241	14 0	368,873	27,110	4 9	..	....		..	4	11 0	2,944,353	67,356	13 9
1918	1,361,026	21,266	0 6	572,917	39,263	11 0	..	....		..	12,856	12 9	1,933,943	73,386	8 3
1919	2,219,969	34,687	0 3	690,960	47,002	11 3	62	31	0 0	..	4,469	1 3	2,910,991	86,189	12 9
1920	2,461,224	50,540	0 0	566,474	54,005	12 6	175	87	8 0	..	2,268	8 6	3,027,873	106,901	13 0
1921	2,884,521	88,578	12 6	573,280	63,370	8 9	57	28	8 0	..	2,093	6 0	3,407,858	154,071	3 3
1922	2,942,899	91,965	9 6	574,697	63,748	13 3	95	47	8 0	..	4,571	7 0	3,517,691	160,333	5 9

BOMBAY CHAMBER OF COMMERCE.

Balance Sheet as at 31st December 1922.

LIABILITIES.	Amount.		ASSETS.	Amount.	
	Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
Sundry Creditors—					
For Weather and Crop Reports, Auditors' Fee and Bills for Statistical and Miscellaneous Printing, Stationery, Books and Periodicals, Advertisements, &c., for December 1922 unpaid	....	9,483 1 10	Balance of loans to Members of the Staff..	....	520 0 0
			Interest accrued on Chamber's Investments and Fixed Deposit up to 31st December 1922 but not received ..	....	2,671 13 11
			Cost of Office Motor Car	4,813 0 0	
			Less—Depreciation at 25 per cent. previously written off	1,203 4 0	
				3,609 12 0	
For amount of Sinking Fund for the purpose of extinguishing the contingent liability *re*: Depreciation in value of the Chamber's Provident Fund securities	....	* 20,016 4 0	*Less*—Depreciation at 25 per cent. on the cost price written off this year ..	1,203 4 0	
					2,406 8 0
			Chamber's Investments—		
			Government Promissory Notes for Rs. 21,700 of the 4 per cent. Indian Terminable Loan of 1915-16, at cost	21,700 0 0	
			Government 6 per cent. Ten Year Income Tax Free Bonds, 1930, for Rs. 40,000 at cost	40,000 0 0	
			Government 5½ per cent. Second Indian War Loan, War Bonds, 1928, for Rs. 71,000 at cost.. ..	71,437 8 0	
					1,33,137 8
Chamber of Commerce accumulated Fund—					
Balance on 31st December 1921 ..	1,56,839 8 9				
Add—Excess of Income over Expenditure	28,444 8 11				
		1,85,284 1 8	Treasury Bills of the Government of India of the Face Value of Rs. 10,000 *re* Provident Fund Depreciation Sinking Fund at cost	9,512 8 0	

There is a contingent liability in connection with Depreciation in value of the securities held on account of and belonging to the Chamber's Provident Fund and guaranteed by the Chamber of Rs. 20,016 4 0			Fixed Deposit with the Imperial Bank of India, for 12 months at 4 per cent. per annum re Provident Fund Depreciation Sinking Fund..	2,675 0 0		
Less— Amount of Sinking Fund as above .. .. „ 20,016 4 0					12,187 8	
			Cash—			
			Balance in Current Accounts—			
			Imperial Bank of India	62,266 6 5		
			Cash in hand	1,593 11 2		
					63,860 1 7	
Total Rs. ..	....	2,14,783 7 6	Total Rs. ..	....	2,14,783 7 6	

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

C. B. SAYER,
Secretary.

BOMBAY, 1*st February* 1923.

BOMBAY CHAMBER OF COMMERCE.

Dr. *Income and Expenditure Account for the year ended 31st December 1922.* *Cr.*

EXPENDITURE.	Amount. Rs. a. p.	Rs. a. p.	INCOME.	Amount. Rs. a. p	Rs. a. p.
To Office Rent	9,600 0 0		By Subscriptions from Chamber Members	53,100 0 0	
Printing Daily and Weekly Trade Returns, Manifests and other Statistical Returns and Contribution to the G. I. P. Railway ..	65,269 8 3		Subscriptions from Associate Members.	750 0 0	
Printing— Miscellaneous, Papers, Annual Report for 1919, &c.	23,958 6 0		Subscriptions for Publications	79,090 2 0	
Advertisements *re*: Meetings, Elections, etc.	643 8 0		Measurement Fees— Rs. a. p.		
Books and Periodicals	1,307 8 11		Receipts 1,60,333 5 9		
Office Salaries	75,041 0 6		*Less*—		
General Charges including Petties, Postage, Telegrams, etc.	5,030 13 6		Rs a. p.		
Fire Insurance Premium	23 7 0		Salaries to Measurers and Sepoys, Printing, Stationery, etc. 76,398 14 11		
Cost of Weather and Crop Reports ..	2,520 0 0		Contribution to the Chamber's Establishment.. 10,000 0 0		
Stationery	2,383 4 4			86,398 14 11	
Auditors' Fee for the year ended 31st December 1922	250 0 0			73,934 6 10	
Telephone Rent	414 0 0				
Law Charges	351 0 0				
Contribution paid to Provident Fund.	9,923 12 0				
Donation to the Sydenham College of Commerce and Economics for the year 1922	1,500 0 0				
Membership Subscription to the British Imperial Council of Commerce for the year 1922	32 2 0				
Membership Subscription to the Associated Chambers of Commerce of India & Ceylon	640 0 0				

Depreciation written off against the cost of the office Motor Car at 25 per cent.	1,203	4	0			
Cost of Petrol, oil, etc., for, and upkeep of the office Motor Car ..	2,897	10	6			
Furniture	746	12	0			
Passage money, &c., paid for Mr. R. Ainscough, Assistant Secretary, from London to Bombay	1,729	3	10			
Travelling and other Expenses incurred by the Chairman in connection with the Deputation which waited upon H. E. the Viceroy at Simla on 30th May 1922 *re*: Government of India Finances ..	354	0	0			
Paid Donations from members to the proposed Memorial to British Officers who fell in the War. Including last year's Donations the total amount contributed = Rs. 86,350	900	0	0			
Paid to the Sinking Fund for the purpose of extinguishing the contingent liability in connection with the depreciation in value of the various securities belonging to the Chamber's Provident Fund and guaranteed by the Chamber ..	7,963	14	9			
				2,14,683	3	7
Balance being excess of Income over Expenditure transferred to Chamber's Balance Sheet				28,444	8	11
Total Rs. ..				2,43,127	12	6

Contribution from the Measurement Fee Account to Chamber's Establishment as above	10,000	0	0			
Interest on Investments	6,168	10	8			
Miscellaneous Receipts for copies of Tonnage Scale, etc.	250	9	0			
Contribution from the Bombay Millowners' Association	13,000	0	0			
Balance of Receipts over Expenditure on Arbitration Fees	789	0	0			
Fees for issuing Certificates of Origin, etc.	145	0	0			
Donations received from Members of the Chamber to the proposed Memorial to British Officers who fell in the War	900	0	0			
				2,43,127	12	6
Total Rs. ..				2,43,127	12	6

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

BOMBAY, 1st *February* 1923.

C. B. SAYER,
Secretary.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

Statement of Accounts from 1st January to 31st December 1922.

RECEIPTS.	Amount.		EXPENDITURE.	Amount.	
	Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
By Balance on 31st December 1921 ..	....	1,05,331 5 11	To Claims paid to Members of the Staff	....	8,499 10 11
			Expenses incurred during the year..	....	529 3 10
Subscriptions paid by the Members of the Staff	....	10,563 12 0	Balance as under :—		
			Government Promissory Notes of the 3½ per cent. Loans of 1854-55 and 1900-01 for Rs. 6,000, as valued	3,480 0 0	
Contribution paid—					
			City of Bombay Improvement Trust Bonds at 4 per cent. for Rs. 32,000, as valued	21,600 0 0	
By the Chamber of Commerce ..	9,923 12 0		Port Trust Bonds at 4 per cent. for Rs. 21,000, as valued	14,175 0 0	
„ the Millowners' Association ..	640 0 0		Bombay Municipal Bonds at 4 per cent. for Rs. 3,500, as valued ..	2,362 8 0	
			Government 6 per cent. Ten year Income Tax Free Bonds, 1930, for Rs. 9,000, as valued ..	9,022 8 0	
		10,563 12 0			

Interest	....	4,811 4 0	Government 6 per cent. Ten year Income Tax Free Bonds, 1932, for Rs. 7,500, as valued	7,518 12 0		
Forfeitures	....	105 14 6	Government 5½ per cent. Second Indian War Loan, War Bonds, 1928, for Rs. 18,500, as valued ..	18,546 4 0		
			Government 5 per cent. Income Tax Free Loan, 1945-55, for Rs. 13,500, as valued	12,150 0 0		
				88,855 0 0		
			Add—Depreciation in value of the above securities guaranteed by the Chamber	20,016 4 0		
			Total cost of securities ..	1,08,871 4 0		
			Cash in the Imperial Bank of India.	13,475 13 8		
					1,22,347 1 8	
Total Rs. ..	....	1,31,376 0 5	Total Rs. ..	....	1,31,376 0 5	

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

C. B. SAYER,
Secretary.

BOMBAY, 1*st February* 1923.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(*Revised and adopted down to the Annual General Meeting of the Chamber held on 14th March* 1923).

1. The objects and the duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of the Bombay Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business ; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

2. There shall be two classes of members of the Chamber, namely, Chamber Members and Associate Members. The number of members of either class shall be unlimited.

3. Every member elected previous to the 25th day of March, 1918, shall be a Chamber Member.

4. Every person being a British subject engaged or interested in mercantile pursuits shall be eligible for election as a Chamber Member or as an Associate Member.

5. Every person not being a British subject similarly engaged or interested other than a subject of a State with which the British Empire was at war on the 25th day of March 1918, shall be eligible for election as an Associate Member only.

6. Associate Members shall be entitled to all the privileges of Chamber Members save and except the right to vote for any purpose whatsoever other than as provided by the Rule 26 hereof.

7. Every candidate for admission as a member of either class shall be proposed by one and seconded by another Chamber Member in a letter addressed to the Secretary of the Chamber and shall be balloted for. The letter shall be signed by the proposer or seconder and shall give the full name and address and the nationality of the candidate, and his profession, business or occupation.

8. Upon receipt of an application for admission as a member of either class, the Secretary shall bring the same before the Committee hereinafter mentioned at their next meeting when the following provisions shall have effect, namely :—

(*a*) The ballot shall be open for seven consecutive days (exclusive of Sunday, Christmas Day, Good Friday, and Bank Holidays), which shall be fixed by the Committee.

(*b*) At least 7 days' notice shall be given to all Chamber Members stating the name of the candidate, his nationality, profession, business or occupation, together with the names of his proposer and seconder, and the dates of the opening and closing of the ballot. Voting shall be by papers signed by the members and placed in the box provided for the purpose. Votes will be received upto 4 p.m. on the date fixed for the closing of the ballot. No vote by proxy shall be allowed.

(*c*) After 4 p.m. on the date fixed for the closing of the ballot, the ballot box shall be opened by the Secretary of the Chamber in the presence of a member of the Committee who shall jointly declare in writing the result of the voting.

(*d*) No ballot shall be valid unless at least one-fourth of the Chamber Members shall have recorded their votes and one negative vote in six shall exclude.

(*e*) If the candidate shall be duly elected, his election shall be notified to him by the Secretary and a copy of the Rules and Regulations of the Chamber shall be transmitted to him together with a bill for his subscription upon payment of which, but not before, the candidate shall be entitled to the privileges and advantages of the Chamber according to his class of membership, and such payment shall *ipso facto* be held to imply his acquiescence in all the Rules and Regulations of the Chamber.

(*f*) No person, who on ballot has been excluded, shall be again proposed as a member of either class until after the lapse of six months from the date of his ballot; if after that period he shall be again proposed, it shall be stated in the notice of the application sent to Chamber Members that he has been balloted for on a previous occasion.

9. The Committee shall decide any question which may arise as to the eligibility or otherwise of any candidate for admission as a member of either class and their decision shall be final.

10. The annual subscription of each Chamber Member shall be Rs. 360 and of each Associate Member Rs. 300. The charge for a copy of each of the publications of the Chamber shall be Rs. 640 per annum to each member of either class. Members

of either class elected after the 30th June in any year shall pay half the above amounts for the remainder of that year. The first subscription of each new member shall be due on election and all other subscriptions shall be due on the 1st January in each year but may be made payable half yearly.

11. A member must give written notice to the Secretary not less than one calendar month before the 31st of December in each year of his wish to resign his membership or he will be liable for the subscription for the ensuing year. A Chamber Member whose subscription is in arrear cannot vote, and if he votes, his vote shall not be counted. When the subscription of a member of either class is six months overdue all privileges of membership will be forfeited until his subscription has been paid. Subscriptions in arrear shall be treated as a debt due to and recoverable by the Secretary of the Chamber on behalf of the Chamber.

12. A majority of three-fourths of the Chamber Members present entitled to vote and voting at an annual or special meeting of the Chamber may by resolution expel any member of either class. Any such person shall from the passing of such resolution cease to be a member of the Chamber.

13. Any firm (which includes any joint stock company and any company incorporated by Royal Charter wherever the context so permits) may be admitted as a member of the Chamber and the provisions of these Rules relating to persons being candidates for membership and to persons being members of the Chamber shall, where not excluded by the context, apply to firms *mutatis mutandis* subject nevertheless to the following conditions, namely:—

(*a*) Any firm of which three-fourths of the capital shall belong to, or in the case of a company shall be represented by shares held by persons who are British subjects and of which the remaining one-fourth of

the capital or any part thereof shall not belong to, or in the case of a company shall not be represented by shares held by persons who are subjects of a State with which the British Empire was at war on the 25th March 1918, shall be eligible for admission as a Chamber Member. Any other firm or company other than a firm or company of which a partner or Director shall at the time of application for admission to membership be a subject of a State with which the British Empire was at war on the 25th March 1918, shall be eligible for admission as an Associate Member.

(*b*) Any firm being a Chamber Member other than a firm elected prior to the 25th March 1918, shall be deemed ineligible to continue a Chamber Member if three-fourths of the capital shall cease to belong to, or in the case of a company shall cease to be represented by shares held by persons who are British subjects and upon the happening of any such event as aforesaid the name of the firm shall be struck off the list of Chamber Members and entered in the list of Associate Members. Any firm being a member of either class shall be deemed ineligible to continue a member of the Chamber which shall introduce as a partner or in the case of a company shall elect as a Director any person who shall be at the time of such introduction or election a subject of a State with which the British Empire was at war on the 25th day of March 1918, and upon any such introduction or election as aforesaid the name of the firm shall be struck off the list of members of the Chamber. In neither case shall the firm be entitled to a refund of any portion of the annual subscription paid for the year in which such alteration in the capital or

constitution of the firm or of the company or the Board of Directors, as the case may be, shall have taken place.

(*c*) Any firm which is a candidate for membership as a Chamber Member shall send with the application provided for by Clause 8 of these Rules a written statement of the names and nationalities of the persons constituting the firm or in the case of a company of its directors and a declaration by one of the partners of the firm, or in the case of a company by one of its directors or by any manager or officer of any such firm or company duly authorised by power of attorney that the firm or company, as the case may be is eligible for election as a Chamber Member under these rules.

(*d*) The Secretary of the Chamber shall enter the names and nationalities of the partners for the time being constituting each firm and of the directors for the time being of each company whether admitted to membership as a Chamber Member or as an Associate Member in a register of firms to be kept for the purpose.

(*e*) All persons whose names shall appear in the register of firms shall be entitled to attend the meetings of the Chamber but only those firms which shall have been admitted to membership as Chamber Members shall be entitled to vote, and only one member of a firm or one director of a company which shall have been admitted to membership as a Chamber Member or any manager or officer of any such firm or company duly authorised by Power of Attorney shall be allowed to vote.

14. There shall be an Annual General Meeting of the Chamber which shall be held on a date not later than the 15th April to be fixed annually by the Committee for the purposes of receiv-

ing the Report of the Committee and the Statement of Accounts and of considering and, if necessary, taking action with reference to any business or motion of which due notice shall have been given. Notice of the Annual General Meeting and of the business to be transacted thereat shall be given seven days previously by circular to all members or by advertisement in one or more of the English newspapers published in Bombay.

15. The Committee shall lay before the Annual General Meeting of the Chamber a report of its proceedings and an account of the receipts and disbursements during the preceding year ending the 31st December. Copies of such report and account shall be circulated to all members at least seven clear days before the holding of such Annual General Meeting. The account shall be duly audited by a firm of accountants who shall be appointed at the Annual General Meeting of the Chamber. Any auditor quitting office shall be eligible for re-election. The auditors may be members of the Chamber provided that no member of their firm is a member of the Committee at the time. If any casual vacancy occurs in the office of auditor the Committee shall forthwith fill up the same.

16. Special Meetings of the Chamber may be convened by the Chairman of the Committee or in his absence by the Deputy Chairman of the Committee and shall be so convened upon a requisition in writing stating the objects for which such meeting is to be convened signed by ten or more Chamber Members and forwarded to the Secretary of the Chamber, and, if such meeting shall not be convened within twenty-one days of such requisition being received by the Secretary, the requsitionists may themselves convene such meeting, and all expenses of convening the same shall be defrayed by the Chamber. Notice of such meeting stating the objects shall be given at least seven days previously by a circular to all members or by advertisement in one or more of the English newspapers published in Bombay.

17. Questions at all Annual and Special General Meetings, saving only questions relating to the alteration of these Rules, shall be determined by a majority of the Chamber Members present and entitled to vote and voting.

18. The quorum for an Annual or Special General Meeting of the Chamber shall be twenty Chamber Members present and entitled to vote. No business shall be transacted at any Annual or Special General Meeting unless the requisite quorum be present at the commencement of the business. If within half an hour from the time appointed for the meeting the quorum is not present, the meeting, if convened upon such a requisition as provided by Rule 16, shall be dissolved, but in any other case it shall stand adjourned to the same day in the next week at the same time and place, and if at such adjourned meeting a quorum is not obtained those Chamber Members who are present and entitled to vote shall be a quorum and may transact the business for which the meeting was called.

19. Notwithstanding anything contained in these Rules any member may at any Annual or Special General Meeting of the Chamber propose any motion without previous notice provided that the majority of the Chamber Members present and entitled to vote at such meeting consent thereto.

20. Each meeting of the Chamber shall be presided over by the Chairman of the Committee or in his absence by the Deputy Chairman of the Committee, and in the absence of both the before mentioned officers the meeting shall elect its own Chairman. The Chairman presiding at any meeting shall have an original and also a casting vote.

21. The business of the Chamber and the administration of its funds shall be managed by a Committee consisting of a Chairman, Deputy Chairman and seven other Chamber Members. The Chairman and Deputy Chairman shall be elected and the seven other Chamber Members nominated in manner herein-

after appearing. All the Members of the Committee shall retire annually at the close of the day on which the Annual General Meeting of the Chamber shall be held, but shall be eligible for re-election. The elected representatives of the Chamber in the Legislative Councils of the Governor General of India and the Governor of Bombay not being members of the Committee at the time of their election shall also be *ex-officio* members of the Committee during their term of office.

22. The following Rules with respect to the election and nomination of the members of the Committee shall have effect, namely:—

(*a*) The Chairman and Deputy Chairman shall be separately elected by ballot, the election of the Chairman taking place first. The ballot in each case shall be opened and closed on such days in January as the retiring Committee shall appoint.

(*b*) Previous to the date fixed for the opening of the ballot, the Secretary shall send to each Chamber Member the names of all the gentlemen who are eligible for election as Chairman or Deputy Chairman and shall state the dates on which the ballot in each case will be respectively opened and closed.

(*c*) Votes will be received up to 4 p.m. on the date fixed for the closing of the ballot.

(*d*) Voting shall be by papers signed by the members and placed in the box provided for the purpose. No vote by proxy shall be allowed.

(*e*) No member shall give more than one vote for each candidate.

(*f*) After 4 p.m. on the date fixed for the closing of the ballot in each case, the ballot box shall be opened by the Secretary in the presence of a Scrutineer, appointed by the Committee.

(*g*) Those gentlemen in whose favour the largest number of votes for the offices of Chairman and Deputy Chairman are recorded shall be considered duly elected. In the event of the gentlemen at the head of the list for the office of Chairman or Deputy Chairman respectively declining to act, or both declining to act, there shall be a fresh election for either or both offices.

(*h*) In the event of an equality of votes preventing the due election of either office bearer, the Chamber Members shall vote afresh in the manner above laid down.

(*i*) The remaining seven members of the Committee, of whom four shall be Mercantile Members, and three shall be representatives of Banking, Railway and Shipping interests, shall be nominated by the retiring Committee in conjunction with the newly elected Chairman and Deputy Chairman. The names of the gentlemen selected shall be submitted to a General Meeting of the Members of the Chamber for confirmation.

(*j*) In the event of a casual vacancy in the Committee, the remaining members shall have the power of filling the vacancy unless the vacancy be a vacancy in the office of Chairman in which case the vacancy shall be filled by ballot in the manner hereinbefore appointed. A vacancy shall be considered *ipso facto* to occur if a member remain absent from Bombay for more than two months.

(*k*) Chamber Members, partners in firms and Directors of companies which are Chamber Members, and Managers and Officers of such firms or companies duly authorised by Power of Attorney shall be eligible for election and nomination as members of the Committee but no two representatives of the same firm or company shall be Members of the Committee at the same time.

(*l*) The new Committee as so elected and nominated and confirmed shall take office on the day succeeding the day on which the Annual General Meeting of the Chamber shall be held and shall continue to act until the close of the day on which the next succeeding Annual General Meeting of the Chamber shall be held.

23. The Committee shall, as a rule, meet at least once a week, but when there is no business of importance to transact or when a public holiday falls on the day on which the ordinary weekly meeting would, in natural course, take place, the Chairman may, in the absence of any objection by a member or members of the Committee, postpone the meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee.

24. All meetings of the Committee shall be presided over by the Chairman and in his absence by the Deputy Chairman and, in the absence of both those officers by one of the members of the Committee elected by those present at the Meeting. Three members of the Committee shall be a quorum for the transaction of business. The Chairman of each meeting shall have an original as well as a casting vote.

25. The Committee shall have power to make, alter or revoke bye-laws for carrying on the business of the Chamber, but the Rules of the Chamber shall not be altered except by a majority of three-fourths of the Chamber Members present at a general meeting of the Chamber of which seven clear days' notice has been sent by the Secretary to all members stating the specific changes which will be proposed.

26. The Committee shall have power from time to time to appoint such Committees of its members to consider and deal with special matters as may be necessary and shall have power to associate with those Committees any member or members of the Chamber who shall have full privilege to act and vote on those

Committees. Non-members of the Chamber may also be associated but without power to vote.

27. The Committee shall have power to take a lease of offices for the use of the Chamber and to appoint a Secretary and such other officers as may be found necessary for the due conduct of the business of the Chamber upon such terms and subject to such conditions as the Committee may think fit, and to remove every such officer and to pay all the expenses of the establishment, including any requisite legal expenses, and in particular to authorise the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rs. 3,000 for any purpose or purposes which the Committee may in their absolute discretion deem to be fit and proper in the interests of the Chamber, and may also (but only with the approval of an Annual or Special General Meeting of the Chamber) grant pensions or other monetary relief to such officers as aforesaid, when through ill-health or old-age or other good and adequate cause they have become incapacitated from further work.

28. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman of the Committee or, in his absence by the Deputy Chairman of the Committee, for the time being, and by one other member of the Committee. In the absence of both the Chairman and the Deputy Chairman, cheques shall be signed by two members of the Committee.

29. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

30. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be opened to the inspection of all members of the Chamber subject to such regulations as the Committee may make in this behalf.

31. The Secretary shall keep a correct and separate list of the names and addresses and nationalities of all Chamber Members and Associate Members. Such list shall be opened for the inspection of every member at any convenient time.

32. The Chamber may undertake through its Committee or a Committee appointed for the purpose the settlement of disputes arising out of commercial transactions under such regulations as the Committee may from time to time direct.

33. Any stranger not being a person eligible for election as a member of the Chamber engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any member of the Chamber inserting his name in a book to be kept for the purpose but a residence of two months shall subject him to the rule for the admission of members.

34. Gentlemen, being British subjects who are distinguished for public services, or who are eminent in commerce and manufactures, may be elected Honorary Members of the Chamber and as such shall be exempted from paying subscriptions.

35. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber. They shall be printed and copies shall be distributed to all members.

Procedure in connection with the Election of the Chamber's Representatives on the Council of State and Bombay Legislative Council.

EXPLANATORY NOTE.

For many years prior to November 1920, the year of the first elections to the New Councils constituted under the Reforms Scheme the Chamber's representatives on the Indian and Bombay Legislative Councils had been elected in accordance with the provisions of the Chamber's bye-laws for the election of members of the Chamber as Trustees of the Port of Bombay and on other public bodies. Under the Rules framed under the Government of India Act, 1919, however, the Chamber becomes a Commerce and Industry Constituency and is entitled to elect one member to the Council of State and two members to the Bombay Legislative Council. Election to these bodies will henceforth be held in accordance with special Rules and Regulations drawn up by the Government of India and the Local Government in that respect. The Rules and Regulations in question have been published in the Gazettes, but for the convenience of members the following summary of their provisions, so far as they relate to elections in this Constituency, has been prepared.

Note as to the procedure to be followed in connection with the election of Members of the Chamber for the Bombay Chamber of Commerce constituency of the Council of State and the Legislative Council of the Governor of Bombay.

N.B.—It must be distinctly understood that the following Notes are drawn up merely for the convenience of members and are in no way to be considered as overriding the Rules and Regulations framed under Section 7 of the Government of India Act 1919.

1. Chamber Members only of the Bombay Chamber of Commerce will be eligible to vote at elections for, and be eligible for nomination as candidates for election to, the above Councils. Rules. Part II and Part III.

The term Chamber Member includes any person entitled to exercise the rights and privileges of membership on behalf of any person, firm, company, or other corporation registered as such Chamber Member, provided such person is not disqualified under the provisions of Part II of the Electoral Rules, and has been duly nominated, in accordance with Clause 3 of these Notes, by the said Chamber Member.

2. The Secretary for the time being of the Chamber will be the Returning Officer for the Constituency. Regulations. Part I.

3. The Secretary will immediately before each election call upon each Chamber Member to nominate a person, who is duly qualified under Rule 13 (*e*) of the Chamber Rules and Regulations and who is not otherwise disqualified, for registeration on an Electoral Roll and, except as is hereinafter provided, only such person as is so nominated and registered will be eligible to vote on behalf of such Chamber Member at the ensuing election and be eligible for nomination as a candidate for election at the ensuing election. Regulations. Part II.

4. The Secretary will on or before a date to be fixed by the Local Government publish the Electoral Roll, provided for in Clause 3 of these Notes, at the Head Quarters of the Chamber and at the time of publishing the roll will in like manner publish a notice in the form prescribed in Schedule I attached to these Notes. Regulations. Part II, Clause 1 (3) and Clauses 4 and 5.

5. On receipt of the orders made by the Revising Authority in regard to any claims or objections that may be raised, the Secretary will make such cancellations in, and will prepare a list of such additions to, the Electoral Roll as may be required in accordance with such orders and will republish such amended Electoral Roll and list of additions at the Head Quarters of the Chamber on or before a date to be fixed by the Local Government. Regulations, Part I Clause 6.

Rules, Part III, Clause 9 (4).

6. The Electoral Roll will come into force from the date of republication provided for in Clause 5.

Regulations. Part II. Clause 7.

7. The Electoral Roll as amended and supplemented by the list of additions will be conclusive evidence for the purpose of determining whether any person is an elector in this Constituency.

Regulations. Part VIII, Clause 1 (*j*).

8. A fresh Electoral Roll will be prepared for each election in the prescribed manner.

Rules. Part IV, Clause 11.

9. Any person whose name appears on the Electoral Roll of the Chamber may be nominated as a candidate for election in the manner hereinafter provided.

Regulations. Part III, Clause 1 (1).

10. Nominations will be by means of a nomination paper in Form I appended to the Electoral Regulations and which will be supplied by the Secretary to any Chamber Member asking for the same.

Regulations. Part III, Clause 1 (2).

11. Every nomination paper will be subscribed by two Chamber Members as proposer and seconder and will be signed by the candidate as assenting to the nomination.

Regulations. Part III, Clause 1 (3).

12. The same Chamber Member may, in the case of the election to the Legislative Council of the Governor of Bombay, when there are two vacancies to be filled, subscribe two nomination papers. Where a Chamber Member subscribes a larger number of nomination papers, those first received up to the number allowed will be deemed to be valid and the remainder invalid. Where in any such case the Secretary is not able to determine which nomination papers were received first all such papers will be deemed to be invalid.

Regulations. Part III, Clause 1 (4).

13. Each candidate will be nominated by a separate nomination paper.

Regulations. Part III, Clause 2 (1).

14. Save as provided in Clause 15, every nomination paper will be presented to the Secretary at the Head Quarters of the Chamber by the proposer or seconder on or before a date and at a time, if any, appointed by the Local Government in this behalf.

15. A candidate may be nominated by a nomination sent by post so as to reach the Secretary before the time appointed as aforesaid in Clause 14. The proposer and seconder will append to such nomination paper a certificate from a Gazetted Revenue or Judicial Officer that they have signed the paper in his presence and that they are Chamber Members of the Chamber. Regulations. Part III, Clause 2 (2).

16. A candidate who has been duly nominated for election may withdraw his candidature by a written and signed communication delivered to the Secretary not less than fourteen clear days before the date fixed for the recording of votes; or if the period between the dates fixed for the scrutiny of nomination papers and the recording of votes is less than fourteen clear days, not later than the date fixed for such scrutiny. The Secretary will forthwith publish any such withdrawal in such newspapers as he may select and, where the name of the candidate has been inserted in any voting paper, will cause the same to be cancelled. Regulations. Part III, Clause 3 (1) and (2).

17. A candidate who has withdrawn his candidature will not be allowed to cancel the withdrawal or to be re-nominated as a candidate for the same election. Rules. Part IV, Clause 11 (3).

18. In the event of the death of a candidate between the date fixed for the presentation of nomination papers and the date fixed for recording votes, all proceedings with reference to such election will be commenced afresh with the exception of proceedings in connection with the drawing up of the Electoral Rolls as provided for in Clauses 3 to 6. Fresh dates for the stages of such election will be prescribed by the Local Government. Regulations. Part III, Clause 3 (3).

19. On the date and at the time appointed by the Local Government for the scrutiny of nomination papers, every candidate or his election agent, and his proposer and seconder may attend at the Head Quarters of the Chamber and the Secretary will allow them to examine all nomination papers which have been received by him. Regulations. Part III, Clause 4 (1).

Regulations. Part III, Clause 4 (2).

20. The Secretary will examine the nomination papers and will decide all objections which may be made to any nomination paper on the ground that it does not comply with the provisions of Clauses 9, 10, 11, 12 and 13, and may reject, either of his own motion, or on such objection, any nomination paper on such ground or on the ground that it was not received at or before the time appointed for the nomination of candidates; or that the candidate has not complied with the provisions of Clause 22; the decision of the Secretary, with the reasons therefor, will be endorsed by him on the nomination paper in respect of which such decision is given.

Regulations. Part III, Clause 5 (1).

21. The Secretary will forthwith publish in such newspapers as he may select the names of the candidates who have been validly nominated, and the order in which the names of the candidates will appear in the voting paper.

Rules. Part IV, Clauses 11 and 15.

22. On or before the date on which a candidate is nominated the candidate will make in writing and sign a declaration appointing either himself or some other person who is not disqualified under the Electoral Rules to be his election agent and no candidate will be deemed to be duly nominated unless such declaration has been made.

Rules. Part IV, Clause 6 (1).

23. The appointment of an election agent, whether the election agent appointed be the candidate himself or not, may only be revoked by a writing signed by the candidate and lodged with the Secretary and will operate from the date on which it is so lodged.

Rules. Part IV, Clause 16 (2).

24. In the event of such a revocation or of the death of any election agent, whether such event occurs before, during or after the election, then the candidate will appoint forthwith another election agent and declare his name in writing to the Secretary.

Rules. Part IV, Clause 17 (1)

25. Within one month or such longer period as the Governor may allow after the date of the declaration of the election every candidate, either personally or through his election agent, will

cause to be lodged with the Secretary a return of his election expenses containing the particulars specified in Schedule III appended to the Electoral Rules.

Rules. Part IV, Clause 17 (2).

26. Every such return will contain a statement of all payments made by the candidate or by his election agent or by any persons on behalf of the candidate or in his interest for expenses incurred on account of, or in respect of, the conduct and management of the election, and further a statement of all unpaid claims in respect of such expenses of which he or his election agent is aware.

Rules. Part IV, Clause 17 (3).

27. The return will be accompanied by declarations by the candidate and his election agent which will be in the form contained in Schedule III appended to the Electoral Rules, and will be made on oath or affirmation before a Magistrate.

Rules. Part IV, Clause 17 (4)

28. The Local Government will cause to be prepared in such manner, and maintained for such time, as it may direct, a record showing the names of all candidates at every election under these rules, and the date on which the return of election expenses of each candidate has been lodged with the Secretary.

Rules. Part VI, Clause (4).

29. If the number of candidates who are duly nominated and who have not withdrawn their candidature before such time as the Local Government may fix in this behalf exceeds that of the vacancies a poll will be taken.

Rules. Part IV, Clause 12 (2).

30. If the number of such candidates is equal to the number of vacancies, all such candidates will be declared to be duly elected.

Rules. Part IV, Clause 12 (3).

31. If the number of such candidates is less than the number of vacancies, all such candidates will be declared to be elected and the Governor will, by a notification in the *Bombay Government Gazette*, call for fresh nominations for the remaining vacancy or vacancies and if any such are received, will call upon the Chamber to elect a member or members, as the case may be.

Rules, Part IV, Clause (12) 4 & Regulations Parts, V & VI

32. Votes will be given by ballot and no votes shall be received by proxy. The voting paper will be in Form II—A appended to the Electoral Regulations and the procedure laid down in Parts V and VI of the Electoral Regulations for the recording of votes will be followed.

Rules, Part IV, Clause 12 (5). Regulations, Part V, Clause 1 (c) and (d), and Part VIII Clause 1 (p).

33. In the case of the election to the Council of State, each Chamber Member will be entitled to one vote only, but in the case of the election to the Legislative Council of the Governor of Bombay, when there are two vacancies to be filled, each Chamber Member will have two votes and will be entitled to give both those votes to one candidate or to give one to each of two candidates as he pleases.

Regulations, Part VI, Clause 1 (1).

34. Votes will be counted by or under the supervision of the Secretary, and any candidate or candidates or, in the absence of a candidate, a representative duly authorised by him in writing will have the right to be present at the time of counting.

Rules, Part IV, Clause 12 (7).

35. When the counting has been completed, the Secretary will forthwith declare the candidate or candidates, as the case may be to whom the largest number of votes has been given, to be elected.

Rules, Part IV, Clause 12 (8).

36. Where any equality of votes is found to exist between any candidates and the addition of one vote will entitle any of the candidates to be declared elected, the determination of the person to or persons to whom such one additiona vote will be deemed to have been given will be made by lot to be drawn in the presence of the Secretary of the Chamber and in such manner as he may determine.

Rules, Part IV, Clause 12 (9).

37. The Secretary will without delay report the result of the election to the Secretary to the Council, who will publish the name or names of the candidate or candidates elected in the *Government Gazette*.

SCHEDULE I.

Notice under Regulation 4, Part II of the Council of State Electoral Regulations and of the Bombay Legislative Council Electoral Regulations.

1. The Electoral Roll of the Bombay Chamber of Commerce Constituency is hereby published in accordance with Regulation 3, Part II. Regulations, Part II, Clauses 4 & 5.

2. Any person entered on the roll who objects to any entry in the roll or any person claiming to be entered in the roll should lodge his claim or objection in the following manner:—

(*a*) Such claim or objection shall be made in writing and shall specify the Constituency in question, the grounds on which the right of any person to be entered in the roll is asserted or denied, the evidence which the claimant or objector intends to lead, the address of the claimant or objector, his number, if any, in the Electoral Roll and the area in the roll for which he is entered and in the case of an objection, the number in the Electoral Roll of the person to whose entry objection is taken and the area in the roll for which he is entered.

(*b*) Four copies of the claim or objection shall be delivered or sent by post so as to reach the office of the Judge authorised to receive the claim or objection under the Regulations on or before the third day from the publication of the roll, excluding the day of such publication.

(*c*) A claim or objection which is not lodged in the manner herein prescribed or by a person not entitled to lodge the same, shall be rejected.

3. Claims and objections relating to this roll should be sent to the Chief Judge of the Court of Small Causes, Bombay.

Bye-Laws for the election of Members of the Chamber as Trustees of the Port of Bombay. *

1. Chamber members only shall be eligible for election as Trustees of the Port of Bombay.

2. The Committee of the Chamber shall as and when necessary invite applications from Chamber members for election as Trustees of the Port of Bombay, and shall fix the date on which the ballot shall be opened.

3. Any Chamber member desirous of becoming a candidate for election as a Trustee of the Port of Bombay shall signify in writing such his desire to the Secretary seven clear days before the date fixed for the opening of the ballot.

4. If the number of candidates for election shall be the same as the number of vacancies, the candidates shall be deemed to be elected.

5. If the number of candidates for election shall exceed the number of vacancies, the Secretary shall send the names of the candidates to each Chamber member three clear days before the date fixed for the opening of the ballot.

6. The ballot shall remain open for three consecutive days (exclusive of Sunday and Bank Holidays) from 10-30 a.m. to 4 p.m. on each day.

7. The voting shall be by papers signed by the Chamber members and deposited in a box provided by the Committee for the purpose. No vote by proxy shall be allowed.

8. No vote shall be received for any candidate whose name has not been circulated by the Secretary under Rule 5 hereof.

*These bye-laws also apply to the election of the Chamber's representatives on the Board of the City of Bombay Improvement Trust, the Bombay Municipal Corporation, and the Bombay Development Board Advisory Committee.

9. No vote shall be received from any person who is not a Chamber member.

10. After 4 p.m. on the day fixed for the closing of the ballot, the ballot box shall be opened by a Scrutineer (previously appointed by the Committee) and the Secretary who shall jointly declare in writing the result of the voting.

11. The candidate, or where there is more than one Trustee to be elected, the candidates, not exceeding the number of Trustees to be elected, who has or have the largest number of votes shall be declared duly elected.

12. In the event of an equality of votes preventing the due election of any of the candidates, the Chamber members shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

13. In the event of a casual vacancy or the temporary absence of a Trustee, the same course shall be followed in the appointment of a substitute.

Rules Regarding General Disputes and Arbitrations.

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interest submitted—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

Committees of Arbitration.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons ; and if any question affecting, or subject to, the custom of trade of Bombay be submitted with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations :—

1.—A Sub-Committee shall consist of three members of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed into the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

0.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case involving a larger fee than Rs. 30 from each party the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expense incurred shall be borne by the disputants.

Rules for Surveys and Arbitrations on Piece-Goods.

As agreed upon with the Native Piece-Goods Merchants' Association on 7th August 1913.

1. The Chamber of Commerce and the Native Piece-Goods Merchants' Association will each appoint a number of members not exceeding 30 to act as Surveyors.

2. In event of Surveyors disagreeing in their award they may refer the matter to an Umpire chosen by themselves before the arbitration is commenced. The said Umpire to be selected either from the official lists of Surveyors drawn up by the Chamber and the Association, respectively, or from the list of Umpire drawn up as mentioned in Clause 4.

3. If Surveyors are unable to agree as to their Umpire and also disagree in their award, they shall refer the dispute to the Chamber of Commerce for the appointment of an Umpire.

4. The list of Umpires will be drawn up at a meeting held in the Chamber of Commerce between the Chairmen and Vice-Chairmen of the Chamber and of the Association, respectively, and the number selected from each body shall be equal. The number of each shall not be less than six and not more than twelve. The actual number shall be fixed at the first meeting held.

At this said Meeting the representatives of the Chamber and of the Association will select their own Umpires, respectively.

5. The appointment of Umpires is left to the Chamber of Commerce when disputes are referred to the Chamber for such an appointment.

6. In cases where it is considered that special expert knowledge is required, the Chamber has the right to appoint an Umpire who may not necessarily be on the official list of Umpires.

7. In all cases, the decision of an Umpire shall be final.

8. This agreement shall come into force on 15th October, but business shall be resumed at once.

9. Six months' notice in writing shall be given by either party before this agreement can be terminated.

NOTE.—The Chamber undertakes to act fairly in the appointment of Umpires as between the two parties.

The proposed additions Nos. 1, 2, 3, 4 mentioned in the Association's letter, dated 2nd April last, are withdrawn, and No. 5 is accepted.

No. 5 reads as follows:—

In cases where both the Surveyors agree as to the buyer's right to more or less compensation as regards the complaints made, but the only point of disagreement is the amount of the compensation, the Umpire shall either agree with one or other of the Surveyors, or shall award compensation within the limits awarded by the Surveyors.

10. The Native Surveyors to be chosen from among the following:—

Mr.	Vithaldas Damodar Govindji ..	(Messrs. Damoder Govindji.)
,,	Motilal Valabhji ..	(,, Motilal Keshavji.)
,,	Motilal Kanji ..	(,, Kanji Dharamsey.)
,,	Harjiwan Walji ..	(,, Harjiwan Walji.)
,,	Devidas Madhavji Thackersey, J.P.	(,, Madhavji Thackersey.)
,,	Narandas Purshotam ..	(,, Kavasji Framji & Co.)
,,	Lalji Govindji ..	(,, Bhukandas Govindji.)
,,	Manmohandas Ramji, J.P. ..	(,, Manmohandas Ramji.)
,,	Goculdas Jivraj ..	(,, Ghella Dayal.)
,,	Vasanji Naranji ..	(,, Jugjiwandas Vasanji.)
,,	Dhanjibhai Ardeshar ..	(,, Hormusji Khurshedji.)
,,	Balvantrai Ramchandra ..	(,, Bhalchandra Balvant.)
,,	Natvarlal Narandas ..	(,, Natvarlal Keshavlal.)
,,	Mathuradas Haribhai ..	(,, Mathuradas Chatrabhuj.)
,,	Naranji Dayal ..	(,, Premchand Chhaganlal.)
,,	Mangaldas Gopalji ..	(,, Chhotalal Mangaldas.)
,,	Karshandas Premji ..	(,, Karshandas Purshotam.)
,,	Narotamdas Bhanji ..	(,, Premchand Tribhovandas.)
,,	Mulji Luxmidas ..	(,, Valji Sunderji.)
,,	Jethabhai Walji ..	(,, Jethabhai Walji.)
,,	Keshavji Ramji Luxmidas ..	(,, Keshavji Ramji Luxmidas.)
,,	Mathuradas Dungarshi ..	(,, Mathuradas Liladher&Co.)
,,	Valabhdas Chatrabhuj Shivji ..	(,, Chatrabhuj Shivji.)
,,	Haridas Purshotam ..	(,, Purshotam Govindji.)
,,	Runchordas Hurjiwan ..	(,, Damodar Haridas.)
,,	Dorabji Nasharwanji Pavari ..	(,, Damodar Nasharwanji & Co.)
,,	Valji Govindji ..	(,, Morarji Kalanji & Co.)
,,	Haridas Hemraj Kanji ..	(,, Hemraj Kanji.)
,,	Bhimji Kara ..	(,, Bhimji Kara.)
,,	Devchand Bhagvanji ..	(,, Kanji Karshanji.)

11. The European Surveyors to be chosen from among the following :—

Mr. J. W. Anderson	.. (Messrs.	W. & A. Graham & Co.)
„ P. Barker	.. („	„ „)
„ L. Barraclough	.. („	Ormerods (India), Ltd.)
„ J. A. Cronopulo	.. („	Ralli Bros.)
„ R. L. Darley	.. („	Owen & Okell.)
„ B. G. Davy	.. („	J. A. Begbie & Co., Ltd.)
„ W. Deacon	.. („	Lyon Lord & Co., Ltd.)
„ F. G. Dikers	.. („	Holland-Bombay Trading Co., Ltd.)
„ R. D. England	.. („	W. & A. Graham & Co.)
„ M. Fox	.. („	Forbes, Forbes, Campbell & Co., Ltd.)
„ G. J. J. Griffiths	.. („	Latham Abercrombie & Co.)
„ A. Hampson	.. („	J. Duxbury & Co., Ld.)
„ S. Hanhart	.. („	E. Spinner & Co.)
„ E. Hargreaves	.. („	Latham, Abercrombie & Co.)
„ E. Holmes	.. („	Gillanders Arbuthnot & Co.)
„ V. F. Noel-Paton	.. („	Killick Nixon & Co.)
„ R. A. F. Kidson	.. („	W. & A. Graham & Co.)
„ J. F. Macdonell	.. („	The Bombay Co., Ltd.)
„ W. Mackintosh	.. („	Forbes, Forbes, Campbell & Co., Ltd.)
„ A. McIntosh	.. („	Greaves, Cotton & Co., Ld.)
„ J. Murat	.. („	E. D. Sassoon & Co., Ld.)
„ J. Parkyn	.. („	Shaw, Wallace & Co.)
„ P. D. Perdididi	.. („	Ralli Bros.)
„ L. Rozenbloom	.. („	C. Macdonald & Co.)
„ T. Sharples	.. („	Steiners, Ld.)
„ G. E. S. Sheers	.. („	Fleming Shaw & Co., Ld.)
„ F. F. Stileman	.. („	Killick, Nixon & Co.)
„ H. Vogt	.. („	E. Spinner & Co.)

12. Umpires to be chosen from the following list :—

Mr. P. Barker.	Mr. Vussonji Naranji.
„ L. Barraclough.	„ Purshotam Cooverji Master.
„ J. A. Cronopulo.	„ Devidas M. Thackersey.
„ H. Holmes.	„ Lalji Govindji.
„ Thomas Sharples.	„ Motilal Kanji.
„ Vithaldas D. Govindji	„ Goculdas Jivraj Dayal.

13. The fee for each Umpire's decision will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the Umpire, loser paying, subject to the provisions of the Rule following.

14. It is to be understood that in the event of its being proved to the satisfaction of Surveyors that the importing house

had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealer. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

Rules and Regulations of the Provident Fund.

1. The Fund shall be called "THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND."

2. In these rules unless there is something repugnant in the subject or context:—

"Chamber" means the Bombay Chamber of Commerce.

"Committee" means the Committee for the time being of the Bombay Chamber of Commerce.

"Trustees" means the Trustees of the Fund for the time being appointed as hereinafter provided.

"Salary" or "Pay" means only the fixed monthly salary received by each employé from the Chamber and does not include any acting, officiating or personal allowance, bonus, commission or other remuneration or profit whatever uncertain in amount or derived by any employé by any means outside his fixed ascertained salary.

"Member" means any person in the service of the Chamber who is also a subscriber to the "Fund."

3. The object of the Fund shall be to provide every employé who is a member with a sum of money the amount of which will be ascertainable according to these rules on the termination of his service with the Chamber.

4. The Fund shall be managed by the Committee of the Chamber for the time being whose decision shall be final and binding upon all members.

5. All the necessary expenses of management and all other costs, charges, and expenses to which the Committee or the Chamber shall be put in connection with the Fund for any reason whatever shall be borne by and be a charge on the Fund.

6. The Committee shall appoint annually at the General Meeting two members to be Trustees of the Fund. In the event of a vacancy occurring in the course of any year the Committee shall appoint another member to fill the vacancy for the remainder of such year.

7. These rules shall come into operation on the 1st day of January 1907.

8. Every employé who shall enter the service of the Chamber on or after the 1st day of January 1907 shall forthwith be and become a member.

9. Every employé who shall have entered the service of the Chamber prior to and shall still be in its service on the said 1st day of January 1907 shall have the option for a period of 30 days after the said 1st day of January 1907 of becoming a member by declaring in writing addressed to the Committee his desire so to become a member.

10. These rules shall operate to bind every member who shall become a member by exercising his option under rule 9 in the same way as if he had become a member by entering the service of the Chamber after the said first day of January 1907.

11. Every employé who shall be or become a member shall be subject to these Rules and shall sign an agreement in the form annexed to these Rules.

12. Every member shall contribute 8⅓ per cent. of his salary to the Fund.

13. The contribution of each member shall be deducted from his pay on the last day of each month.

14. The Chamber will on the 30th June and 31st December in each year contribute and pay to the Fund a sum which shall be equal to the aggregate contributions of all the members during the half year preceding each of such days respectively.

15. The Committee shall in any manner they may think most convenient from time to time deduct from any sum payable by them to any employé whether by way of salary or otherwise such sum as may be required to pay any contribution due from him to the Fund and shall from time to time deal with the sum so deducted in the manner prescribed in Rule 17.

16. The contribution of any employé absent on leave or furlough shall during the period of such absence be assessed on the salary allowed to him during such absence, but any employé shall be at liberty, subject to the consent of the Committee, to contribute on the full amount of his salary if he should so desire, provided notice in writing of such desire shall have been given by him to the Committee prior to the due date for payment of salary next after such employé shall have obtained leave or furlough.

17. The Committee shall from time to time pay into the Bank of Bombay or such other Bank as the Committee may select to the credit of an account to be opened in the names of the Trustees all monies received by them. All monies to the credit of such account shall be dealt with only in accordance with these Rules and such acccount shall be operated on only by cheques bearing the signatures of the two Trustees in addition to the signature of the Secretary of the Chamber.

18. A separate account shall be kept with respect to each member showing not only the amount of his own personal contributions with interest due thereon as it accrues but also his share of the contributions of the Chamber with interest thereon.

19. The monies of the Fund not immediately required for the purposes of the Fund shall be invested by the Trustees in their own names in Port Trust, Improvement Trust or Municipal Debentures or other duly authorised Trust Securities from time to time but not later than 12 months after being credited to the Fund. The Trustees shall have power at their discretion to vary or transpose such investments into or for others, of any nature hereinbefore authorised.

20. The Trustees shall from time to time upon the written requisition of the Committee pay to them such sum or sums as may be required for the purposes of these Rules and shall, if necessary, raise the monies required for the same by a sale of the securities held by the Trustees or of a sufficient part thereof or by a loan on the security of the same.

21. The account of each member will be made up on 31st December in each year, and interest at 5½ per cent. per annum will be allowed on the amount standing to the credit of such member during such year, and the Chamber will contribute the difference (if any) between the amount of interest realised by the investment and 5½ per cent. interest as aforesaid.

22. A statement of account of each member shall be made up to the 31st December of each year and each member shall be required to certify in writing upon such account that the amount therein shown as standing to his credit is correct.

23. No member shall be entitled to claim payment of any money out of the Fund except as is by these rules expressly provided.

24. No member shall be entitled to receive any share of the contributions of the Chamber to the Fund until he shall have served the Chamber for a period of 15 years.

25. If any members shall cease to serve the Chamber before completion of a service of 15 years with the Chamber from any cause or for any reason except dismissal for misconduct, he shall be entitled to receive the amount of his own contributions only with interest thereon at 5½ per cent. per annum as aforesaid, but subject to any claim under Rules 35 and 36.

26. If a member shall be compelled to retire from the service of the Chamber before completing a service of 15 years with them owing to any cause beyond his control and shall satisfy the Committee by evidence which they shall deem to be satisfactory

that such was the case, the Committee may waive the forfeiture of such member of his share in the contributions of the Chamber to the Fund.

27. Dismissal of a member from the service of the Chamber for misconduct shall entail absolute forfeiture of such member of all claims on the Fund.

28. The Committee shall have power in any case in which the misconduct of a member who shall have been dismissed for misconduct shall not have been criminal to allow the member so dismissed to receive the amount of his own subscriptions only to the fund or any part thereof and with or without interest as the Committee may decide but subject to all claims under Rules 35 and 36.

29. In the event of retirement of a member after completion of the 15 years' service with the Chamber he shall be entitled to receive the full amount standing at his credit including his share of the contributions of the Chamber but subject to all claims under Rules 35 and 36.

30. Each member may nominate any one person who shall have attained his or her majority to whom the amount standing at the credit of such member shall be payable in the event of his death while in the service of the Chamber or before his claim on the Fund shall have been discharged and may from time to time change such nomination.

31. On the death of a member who shall have made a nomination in accordance with Rule 30 the full amount standing to his credit including his share of the contributions of the Chamber shall be paid without deduction to his nominee irrespective of the period for which the member may have served but subject to any claims under Rules 35 and 36, and such payment shall be a good discharge to the Trustees and to the Committee and to the Chamber against all claims whatsoever in respect of the said Fund by any one whomsoever claiming through the said deceased member.

32. On the death of a member who shall not have nominated any person in accordance with Rule 30 who shall be living at the time of the decease of such member the full amount standing at his credit including his share of the contributions of the Chamber shall be paid without deduction to his heirs, executors or administrators irrespective of the period for which the member may have served, but subject to any claims under Rules 35 and 36, and such payment shall be a good discharge to the Trustees, the Committee and the Chamber against all claims whatsoever in respect of the said Fund by any one whomsoever claiming through the said deceased member.

33. Any lapse or forfeitures which may accrue during the year shall be divided amongst the members in proportion to the amounts they have contributed during the same year and the shares thereof shall be placed to their credit and shall be paid to them respectively if and when they shall respectively become entitled to their shares of the contributions of the Chamber.

34. Payment shall be made within three months from the date of retirement or death of the member and shall include interest up to the date on which payment is made and if payment is not claimed before the expiration of the three months no interest shall accrue beyond that period.

35. The Committee shall have power to recover any money claims the Chamber may have against any member from the amount standing to his credit in the books of the Chamber.

36. The Chamber shall have a first and paramount charge upon the amount from time to time standing to the credit of each member and upon all other monies of the Fund in or to which such member may be interested or entitled for and in respect of all losses, damages, costs and expenses which the Chamber may at any time pay, sustain or be put to by reason of any act of embezzlement or default of or by such member and the amount from time to time standing to the credit of each member and all such other monies as aforesaid shall be deemed and

treated as a deposit made by him with the Chamber as security for his fidelity and be dealt with accordingly, and in the event of any claim arising by the Chamber against any member under this Rule the same shall be paid so far as the funds in which such member shall be interested shall extend by the Trustees of the Fund to the Chamber on the written requisition of the Committee and such member shall absolutely forfeit all right and interest thereto and therein.

37. Any loss to the Fund from any cause whatever shall be borne by the Fund, and neither the Trustees of the Fund nor any other person shall have any claim upon the Chamber or the Committee in respect thereof.

38. The accounts of the Fund shall be made up and audited yearly.

39. The Committee shall have the power to close the Fund at any time if considered advisable or necessary, in which event the monies in the Fund will be distributed among the members in accordance with their accounts.

40. In all cases wherein a certificate shall be required of the amount of the balance standing in the books of the Fund to the credit of a deceased member for the purpose of obtaining free of stamp duty a grant of probate or letters of administration for any other purpose such certificate shall be in the following form :—

No.....

BOMBAY CHAMBER OF COMMERCE.

PROVIDENT FUND.

It is hereby certified that the balance standing in the books of the Provident Fund of the Bombay Chamber of Commerce to the credit of.....

.....of.....numbered as above on the.....day of.....

day of.....

was Rupees.....dated this.....day of

.....19.....entered .....

examined.....Trustees.

41. No member shall be entitled to draw money from th Fund in respect either of principal or interest or to transfer or assign whether by way of security or otherwise howsoever his interest or any part thereof in the Fund and no such transfer or assignment shall be valid and the Trustees or Committee shall not recognise or be bound by notice to them or any of them of any such transfer or assignment and all monies standing in the books of the Fund to the credit of any member so transferring or assigning his interest as aforesaid shall forthwith be forfeited as from the date of such transfer or assignment to the use of the Fund and be dealt with accordingly, and, further, if any prohibitory order or attachment or process of a Civil Court be served upon the Trustees or the Committee or any of them or any person on their behalf by which any monies standing to the credit of any member in the books of the Fund shall be attached or be ordered to be paid into a Civil Court or be ordered to be withheld from such member, such monies shall forthwith be forfeited to the use of the Fund and be dealt with accordingly. Provided that the Committee shall be at liberty in their uncontrolled discretion at any time thereafter to give such monies or any part thereof for the benefit of such member or his wife, children or relations and the Trustees shall deal with such monies accordingly on the written requisition of the Committee.

42. If any member shall transfer or assign his interest in the Fund as aforesaid or if such interest shall be attached or otherwise dealt with or affected as indicated by Rule 41, the Chamber may forthwith cease all contributions to the Fund in respect of such member and all monies standing to the credit of such member represented by or referable to contributions by the Chamber and the interest thereon shall on demand be refunded by the Trustees to the Chamber.

43. The Chamber shall hold every Trustee indemnified against all proceedings, cost, and expenses occasioned by any claim in connection with the Fund not arising from his negligence or fraud.

44. The Committee shall have the power after one month's notice to members to make any alterations, amendments or additions which they may consider necessary in or to these Rules.

I hereby declare that I have read the foregoing Rules of the Provident Fund of the Bombay Chamber of Commerce and that I agree to be bound by them.

Dated the.....day of.....19

Name in full.....

Date of Birth.....

Nature of Appointment.....

Date of joining Service.....

Salary per mensem, Rupees.....

Signature .....

Witness .....

Witness .....

Rules and Regulations for the Measurement for Tonnage of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods.

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these rules.

(*b*) Measurement shall mean measurement by such measurer

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognized for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Package shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurements shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorized to appoint and maintain such staff of Measurers and Assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;

(*b*) the name of the shipper;

(*c*) the name of the vessel;

(*d*) the port of destination;

(*e*) the number and description of packages;

(*f*) the marks;

(*g*) the measurement;

and in the case of goods shipped by boats—

(*h*) the registered number of the boat;

(*i*) the name of the tindal.

The certificates of measurements shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thrity-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages provided always that each lot, as soon as it is measured is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions the Measurers shall use his judgment as to the proportion of such goods he should measure; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the callipers on a package. A peon of the Chamber holding the callipers may, when standing exactly in front, pull them tight with his hands but not when standing on one side, nor shall he ever be allowed to pull the callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the callipers touch the ground and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give a certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales .. .. .. pies 6 per bale.

(*b*) On Round Timber or Logs, each .. annas 8.

(*c*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) & (*b*) in packages of divers dimensions .. .. .. annas 1½ per package.

Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 100 packages all of uniform dimensions.

(*d*) On goods of any description measured on board a vessel .. .. .. annas 1½ per package.

(*e*) When the work of the Department admits of such an arrangement, the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed

may be secured on application to the Secretary, accompanied by the sum of Rs. 15 which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one Measurer for one ship. If two Measurers are applied for two fees of Rs. 15 must be paid at time of application. If a Measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a Measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of Order 16 (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to Order 16 (*d*) a refund of pies 6 per package will be made on declaration of the said Committee, remitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of measurement fees in full shall be made in respect of a consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows :—

Length in feet and inches : As found with tape.

Breadth : The mean of two measurements taken with callipers at thickest and thinnest portions.

Depth : Ditto ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary supported by evidence of time as here provided, refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than four Rupees.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce, who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shipper or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the " Protested Certificate " and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22 and should such remeasurement, in the opinion of the Secretary, show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy and from it write up his certificates ; the second copy he will hand to the shippers at the time of measurement, and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

Ship Freight Inwards to Bombay

Payable in Bombay.

At the Annual General Meeting of the Chamber held on the 25th March 1918, the Resolution passed at the General Meeting held on 9th August 1876, regulating the payment in Bombay of Ship Freight Inward to Bombay, was amended to read as follows :—

That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London, payable on demand ; and that the rate quoted in the Chamber's Current Quotations shall be the rate applicable in such purpose during the subsequent week, *i.e.*, the Sunday to Saturday following the date of the Chamber's " Current Quotations."

Ship Freight Outwards from Bombay,

Payable in Bombay.

Resolution passed at the Annual General Meeting of the Chamber held on 25th March 1918 :—That the Resolution passed at the Annual General Meeting of the Chamber held on 21st February 1912, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—

That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter Party to the contrary), shall be converted into Indian Currency at the rate for Bank Bills on London, payable on demand ; and that the rate quoted in the Chamber's Current Quotations shall be the rate applicable to goods shipped during the subsequent week; *i.e.*, the Sunday to Saturday following the date of the Chamber's Current Quotations ; the date governing the rate of exchange shall be the date of the mate's receipt, or in the case of a series of mate's receipts, the date of the last receipt ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 1½ per cent. for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight.

Ante-dating Bills of Lading.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

Shut-Out Cargo.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the Agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

Detention of Cargo Boats alongside vessels.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

Delivery of Goods on Sundays and other Holidays.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

Brokerage on Freight Transactions.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 6th April 1921 :—

"That the brokerage to be paid by Shipping Companies in Bombay to recognised brokers for securing freight homeward shall be Annas six per ton."

Claims For Shortages.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 6th April 1921 :—

"That in all cases where claims are made against steamship companies for shortages such claims, if passed, shall be paid at the current rate of exchange ruling on the date of the arrival of the steamer concerned."

Pockets of Cargo.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1909 :—

"It is the opinion of the Chamber of Commerce that pockets of cargo of any kind ought not to be of greater dimensions than 20″×28″ and ought not to contain more than 56 lbs."

Tonnage Scale at Bombay.

OLD SCALE.

Steamers.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart and Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus and Co., and carried unanimously:—"That the sub-joined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwts. deadweight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

Ships.

At a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs Finlay, Scott and Co., seconded by John Campbells,

Esq., of Messrs. Campbell, Mitchell and Co., and unanimously carried :—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol and Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence and Co., and carried unanimously :—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington and Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons and Co., and carried unanimously :—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1884, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorised to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisements, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

AT a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. deadweight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901, consisted of three columns, namely, in the first column " Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, " Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883 together with the Rules II and III of 1881 aforesaid : and in the third column, " ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, " that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts. ; Copra in robbins, 8 cwts. ; Gram in bags, 15 cwts. ; Jowari in bags, 16 cwts. ; Lang in bags, 16 cwts. ; Mowra flowers, 16 cwts. ; Mussur in bags, 16 cwts. ; Teel or Gin-

gelly seed, 14 cwts.; Rape seed, 14 cwts.; Mustard seed, 14 cwts.; Rice in bags, 16 cwts.; Saltpetre, 16 cwts.; Wheat 16 cwts."

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annotto, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Asafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 feet.
Barilla	16 cwt.	20 feet.
Barley, in bags	15 cwt.	....
†Bran, in bags (pressed)	10 cwt.	....
Do. do. (unpressed) ..	9 cwt.	....
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs .	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	....
*Bones, crushed in bags (as per Standard A preserved by the Chamber)	11 cwt.	....
*Do. B do. do.	14 cwt.	....
*Do. C do. do.	17 cwt.	....
Bones, loose	....	....
Books	40 feet.	50 feet.

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

*At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added :—These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in Bales	....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	....	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 cwt.	12 cwt.
Do. in bags	....	12 cwt.
Cut Copra, in bags	10 cwt.	....
Coral, Rough (not specimen), in bags	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.

* The following Resolution was adopted at the Annual General Meeting on 6th March 1901:—That Cotton seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Cubebs	10 cwt.	12 cwt.
Cumin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
†Cylindrical Packages, Rolls, &c.	40 feet.	50 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	....
Dragons' Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.
Fennel Seed	10 cwt.	....
Fenugreek or Methi Seed	17 cwt.	....
Flour, in bags	18 cwt.	....
Do. middlings, or sharps, in bags	12 cwt.	....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Do. (Persian), in double bags	17 cwt.	....
Do. (Arabic) ,, ,,		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales	40 feet.	50 feet.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Hides and Skins, loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	50 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	....
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	....
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Munjeet in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrobolams, in bags	13 cwt.	16 cwt.
* Myrobolams, crushed, in bags	11 cwt.	....
Myrobolam Powder	15 cwt.	....
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	....

*At the Annual General Meeting held on 4th March 1909, it was resolved that the footnote to the item Crushed Myrobolams in the Chamber's Tonnage Scale be amended to read as follows :—

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale based on the standard. A Survey fee of Rs. 30 shall be paid on submission of the case.

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Oil Cake (machine pressed flat) except Cocoanut	17 cwt.	....
Do. do. Cocoanut (machine pressed flat) of all shapes ..	15 cwt.	....
Do. do. in pieces (machine pressed)..	12 cwt.	....
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	....
Do. do. Powder	16 cwt.	....
Oil Seeds—		
Castor Seed, known as Bold Cawnpore description and mixtures containing more than 2 per cent. of such	10 cwt.	17 cwt.
Castor Seed, other sorts, not containing more than 2 per cent. of the Bold Cawnpore description	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	....
Rape Seed	16 cwt.	....
Mustard Seed	16 cwt.	....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	....
Poppy Seed, in bags (1½ cwt.) ..	14 cwt.	17 cwt.
Do. double bags (1½ cwt.) ..	13 cwt.	16 cwt.
Do. single bags (1¼ cwt.) ..	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.) ..	14 cwt.	17 cwt.
Rattans, in bundles..	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales ..	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Safflower Seed (Kurdai Seed or Kasumba) in bags	13 cwt.	....
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of $82\frac{2}{7}$ lbs.	28 Indian maunds of $82\frac{2}{7}$ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandalwood and Sapanwood	9 cwt.	16 cwt.
Sandalwood roofs and chips	7 cwt.	....
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon	40 feet.	50 feet.
Do. Round, one-fifth off	....	....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells in chests	40 feet.	50 feet.
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	....
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zedoary	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

General Rates of Commission

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June 1889.

IMPORT, EXPORT AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured	⅛
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchase of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions..	1
6.	On the sale or purchase of treasure or bullion ..	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction, or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house-rent	1
13.	On sale or purchase of private Bills of Exchange ..	1/16
14.	On effecting remittances by Bills of Exchange ..	1/16
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another .	¼

16. On surrendering or depositing in the Treasury Government Securities of all descriptions .. .. .. ¼
17. On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the position of the Agent 1
18. On debts when a process at law or by arbitration is necessary 2½
19. On debts when recovered without process of law or arbitration 2½
20. On managing the affairs of the estate for an executor or administrator 5
21. On recovering funds from a bankrupt estate 2½
22. On guaranteeing bills, bonds or debts in general, by endorsement or otherwise .. .. ½
23. On bills of exchange returned, noted or protested .. ¼
24. On granting and cashing letters of credit .. .. ¼
25. On depositing Government Paper as security for constituents .. .. ½
26. On deposits for short periods 2 or 3 months on amount of not less than Rs. 25,000 .. .. $\frac{1}{64}$

Native Consignments.

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

Shipping Business.

28. On procuring freight 2½
"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers." Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

29.	On collecting freight	2½
30.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party.. ..	2½
31.	On shipping goods of every description on which no commission for the purchase has been charged ..	1
32.	On shipping treasure, bullion and jewellery	⅛
33.	On ship's disbursements when not in funds	1
34.	On account of passage-money, whether the same passes through the Agent's hands or not	5
35.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
36.	On realising Bottomry Bonds or negotiating any loan on *respondentia*	1
37.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones or Jewellery	¼
38.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note.—Applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the Commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 *of the General Rates of Commission which fixes the rate on "procuring freight."*

Bombay Port Trust Docks.

Scale of Rates to be charged on goods Imported or Exported at the Bombay Port Trust Docks other than goods Imported or Exported by Coasting Steamers plying between Bombay and Ports on the West Coast of India for which there are separate rates.

SECTION I.

Wharfage Charges.

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
I	ANIMALS, ETC., LIVING.		
A	Animals for Public Gardens in India	Free	
B	Birds, large, not otherwise enumerated	Each	0 4 0
C	Birds, small, not otherwise enumerated	Cage	0 2 0
D	Calves, foals, deer and pigs ..	Each	0 10 0
E	Camels, horses and mules ..	,,	2 0 0
F	Cows, buffaloes and bullocks ..	,,	1 0 0
G	Dogs and monkeys	,,	0 3 0
H	Donkeys	,,	1 12 0
I	Elephants	,,	6 0 0
J	Fowls and ducks	Dozen	0 3 0
K	Goats and sheep	Each	0 5 0

NOTE.—A surtax of 50 per cent. will be levied from 1st January 1922 on all charges made under the scale of rates chargeable at the Wet Docks with the following exceptions :—

Charges for water supply.
Charges for use of the Dry Docks.
Charges for liquid fuel and kerosine oil.

N. B.—The surtax of 25 per cent. on West Coast cargo will thus be absorbed in the above 50 per cent. surtax.

No. of Item.	Description of Goods.	How Charged.	Import and Export.
I	ANIMALS, ETC., LIVING—*contd.*		Rs. a. p.
L	Pigeons, quails and partridges ..	Dozen	0 2 0
M	Small birds or animals, such as cats, monkeys, etc., in charge of owner	Free	
N	Snakes and reptiles	Each	0 2 0
O	Tigers, bears, crocodiles and other wild animals	,,	5 0 0
P	Tigers and other wild animals, cubs of	,,	1 0 0
Q	Turkeys and geese..	,,	0 0 6
2	APPAREL.		
A	Clothing, old or new, haberdashery, hosiery, millinery, boots, shoes, caps, hats and hatters' ware and feathers.	*Ad valorem* Import Package, Export	¼% 0 6 0
B	Gold and silver, cloth, braid thread, lametta, real and imitation.	*Ad valorem* Import	⅛% with minimum charge of Rs. 1-8-0 per package.
C	Baggage, pasengers', *bona fide*, within the meaning of the Rules issued by the Customs Department, unmanifested and for which Dock labour is not supplied	Package Export Free	1 8 0
D	Baggage, passengers,' not regarded as *bona fide*, within the meaning of the Rules issued by the Customs Department	Package Cartload	0 2 0 0 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
2	APPAREL—*contd.*		
E	Baggage of sailors, members of the Water Police and Preventive Officers when proceeding on or returning from duty through the Docks	Free	
3	ARMS AND AMMUNITION.		
A	Guns, small arms, sporting guns, rifles, pistols, revolvers, etc., when imported or exported singly as part of personal equipment or baggage	Free	
B	Guns, small arms, sporting guns, rifles, pistols, revolvers, swords, bayonets, etc., when imported or exported in cases or packages	Package	0 8 0
C	Guns, small arms, sporting guns, rifles, pistols, revolvers, swords, bayonets, etc., when imported singly	Each	0 2 0
D	Lead shot	Ton	2 4 0
E	Parts of rifles, etc., safety cartridges (loaded), cartridge cases (empty), percussion caps and materials and implements for loading cartridges and accessories	Package	0 8 0
4	BONES, CRUSHED AND UNCRUSHED, MEAL AND DUST AND BONE SINEWS	Ton	1 4 0
5	BOOKS, BOOK COVERS, MANUSCRIPTS, RULED AND PRINTED MATTER, INCLUDING MAPS AND CHARTS	Package	0 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
6	BRUSHES AND BROOMS AND MATERIAL FOR MANUFACTURE OF.		
			Rs. a. p.
A	Bristles and fibre for brushes and brooms	Case	0 8 0
B	Brushes and brooms, etc., in cases	,,	0 8 0
C	Brushes and brooms, etc., loose..	100	0 4 0
7	BUILDING AND ENGINEERING MATERIALS NOT MADE OF METAL.		
A	Asphalt	Ton	1 12 0
B	Bricks of all kinds, not otherwise enumerated	,,	1 12 0
C	Building stone, roofing felt, roofing slates and materials not enumerated	,,	2 4 0
D	Cement, lime, lime-stones ..	,,	1 2 0
E	Clay, fire	,,	2 0 0
F	Earthenware hoppers or pans for water-closets	Cask	1 0 0
		Crate	0 14 0
		Case	0 10 0
		Loose	
		Each	0 2 0
G	Earthenware pipes and connections	Ton	1 12 0
H	Tiles, foreign or country	,,	2 4 0
I	Wooden doors and window frames	Package	0 6 0
8	CANDLES OF ALL KINDS	Cwt.	0 4 0
9	CARPETS, OIL CLOTH AND FLOOR COVERINGS.		
A	Carpets, woollen	Package	0 12 0
B	,, other than woollen ..	,,	0 8 0
C	Oil cloth and floor cloth	Ton	2 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
10	CARRIAGES, CARS, MOTOR CARS AND BICYCLES OF ALL KINDS.		
A	Carriages, four-wheeled	Each	10 0 0
B	,, two-wheeled	,,	8 0 0
C	Wheels and parts of carriages and carts unpacked	,,	0 4 0
D	,, ,, ,, packed	Package	0 12 0
E	Carts, four-wheeled	Each	4 0 0
F	,, two-wheeled	,,	3 0 0
G	,, country	,,	1 0 0
H	Bicycles, tricycles, etc., unpacked.	,,	0 8 0
I	,, ,, ,, packed ..	Package	1 0 0
J	Motor cars	Items 43 B & 30	
K	,, cycles, packed	Package	4 0 0
L	,, ,, unpacked	Each	1 0 0
M	Wheel barrows	,,	0 2 0
11	CHEMICALS AND CHEMICAL PRODUCTS.		
A	Acids of all kinds	Case	0 8 0
B	,, ,, ...	½ Case	0 6 0
C	,, ,, in drums ..	Drum	0 12 0
D	Carbide of Calcium	Cwt.	0 2 0
E	Chemicals and chemical products, not otherwise enumerated ..	Ton	2 0 0
F	Chemicals and chemical products when weight cannot be ascertained	Case	0 8 0
G	Cylinders of carbonic acid gas, etc.	Each	0 2 0
H	Cylinders of ammonia	,,	0 8 0
I	Disinfectants, dry	Ton	1 8 0
J	,, liquid	5 gallons or part thereof.	0 2 0
K	Ether	Package	0 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
12	CLOCKS, WATCHES AND OTHER TIME-PIECES.		
A	Clocks and time-pieces	Case	0 8 0
B	Clocks, large, for towers, and accessories for clocks, etc. ..	,,	0 12 0
C	Watches, gold and silver ..	*Ad valorem* Import	1/8% minimum charge of Rs. 1-8 per package.
		Export Package	1 8 0
D	,, other	Case	0 12 0
13	COAL, COKE AND PATENT FUEL		
A	Coal, coke, charcoal, patent fuel, cinders, ashes and mint dust, in bulk (without Port Trust labour)	Ton	1 0 0
B	Coal, coke and charcoal, in bags..	,,	1 4 0
14	COIR AND OTHER FIBRES, CORDAGE, ROPE AND TWINE.		
A	Coir carpets in rolls	Package	0 8 0
B	,, mats (door mats)	,,	0 6 0
C	Cordage and rope of all kinds ..	Ton	2 0 0
D	Hemp, rhea, coir and aloe fibres, loose, in bundles	,,	2 0 0
E	Hemp, rhea, coir and aloe fibres, pressed	Bale	0 4 0
F	Twine	Ton	2 0 0
15	CORAL, REAL OR IMITATION ..	Package	1 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
16	CORK.		
A	Corks	Package	0 6 0
B	Corkwood sheets	,,	0 8 0
17	COTTON AND ARTICLES MADE OF COTTON.		
A	Cotton piece-goods upto 40 c. ft. each	Package	0 6 0
B	Cotton piece-goods each 40 c. ft.	,,	0 12 0
C	Cotton, raw, Indian, pressed bales (3½ cwts. plus tare) or docras of 3 cwts. or under ..	Bale or docra.	0 8 0
D	Cotton, raw, American, or other pressed bales of 4 cwts. or over	Bale	0 12 0
E	Cotton, raw, Egyptian, or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or docra	0 12 0
F	Thread, sewing	Package	0 6 0
G	Twist and yarn	,,	0 4 0
H	Waste, cotton, twist	Bale	0 4 0
18	DRUGS AND MEDICINES.		
A	Drugs, country or foreign, in bulk, bags or bundles	Ton	2 0 0
B	Drugs, country or foreign, in bulk, packed	Package	0 8 0
19	DYEING AND TANNING MATERIALS.		
A	Dyes, country, in bulk, bags or bundles, not otherwise enumerated	Ton	2 0 0
B	Dyes, country, in cases	Case	0 8 0
C	,, foreign	Cwt.	0 4 0
D	Gallnuts, myrobolams	Ton	1 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
20	EARTH AND CLAY, INCLUDING SAND AND BALLAST.		Rs. a. p.
A	Ballast and kentledge (without Port Trust labour)	Ton	0 4 0
B	Ballast and kentledge by lighters to and from Port Trust Bunders	Free	
C	Chalk, tale, pipe clay, mica and gypsum	Ton	2 0 0
D	China clay	,,	2 0 0
E	Earth and ochre of sorts	,,	1 0 0
F	Plaster of Paris	Package	0 8 0
G	Whiting	Ton	2 0 0
H	Imported loose as broken stowage	,,	1 0 0
21	EARTHENWARE, CHINA, PORCELAIN, AND GLASS, EXCEPT BUILDING AND ENGINEERING MATERIAL.		
A	Bowls, cups, chillims, country ..	100	0 2 0
B	Carboys, empty, and coojas ..	Each	0 0 3
C	Chinaware in rolls	Dozen.	0 4 0
D	Empty bottles	Package	0 8 0
E	,, ,, unpacked ..	Dozen.	0 0 6
F	Glass bangles, beads, tubs, etc. ..	Package.	0 8 0
G	Glass, China, and earthenware, broken	,,	0 6 0
H	Glass window	,,	0 3 0
I	,, plate and sheet	,,	0 8 0
J	Glass and earthenware, porcelain, chamware, japanware and lampware	Cask Crate Case, &c.	1 0 0 0 12 0 0 8 0
K	Pots and jars, unpacked	Each	0 1 0
L	Retorts, loose	Ton	2 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
22	FIREWORKS OF ALL KINDS.		
A	Dewasalis and joss sticks ..	Package	0 2 0
B	Fireworks of all kinds	,,	0 8 0
23	FLAX AND ARTICLES MADE OF FLAX.		
A	Canvas including canvas bags in bales	Package	0 8 0
B	Flax and linen piece-goods ..	,,	0 6 0
C	Hose	,,	0 12 0
D	Tarpaulins, new	,,	0 12 0
E	,, old	,,	0 6 0
24	FRUITS, HOPS, VEGETABLES AN EDIBLE NUTS.		
A	Cocoanuts	1,000	0 8 0
B	Copra	Ton	1 0 0
C	Dates in bags or bundles ..	,,	1 8 0
D	Fruits, dried, and edible nuts of all kinds, not otherwise enumerated, in bags or bundles ..	,,	2 0 0
E	Fruits, fresh and dried, and edible nuts of all kinds, not otherwise enumerated in barrels, crates, cases or baskets ..	Package	0 3 0
F	Fruits, fresh, in bulk	Cartload	0 12 0
G	Groundnuts	Ton	1 0 0
H	Hops	Package	0 8 0
I	Vegetables, fresh, including potatoes, onions, garlic, etc. ..	Ton Cartload Coolie-load	1 0 0 0 12 0 0 2 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
25	FURNITURE AND CABINETWARE.		Rs. a. p.
A	Chairs, unpacked	Each	0 1 0
B	Furniture, unpacked, other than chairs	,,	0 4 0
C	Furniture in cases, crates or packages	Package	0 12 0
26	GRAIN, FLOUR AND PULSE.		
A	Flour, except corn flour and farinaceous preparations in tins.	Ton	0 12 0
B	Grains and pulse other than rice .	,,	0 12 0
C	Rice	,,	0 10 0
27	GRASS, HAY AND FODDER OF ALL KINDS.		
A	Bran, chunee, husk and fodder, for animals	Ton	0 12 0
B	Hay, straw and kirbi, pressed ..	Bale	0 4 0
C	Hay, straw and kirbi, in bundles .	Ton	2 0 0
28	GROCERIES, PROVISIONS AND OILMANSTORES.		
A	Beef and pork, in casks, barrels, etc.	Package	0 8 0
B	Coffee and cocoa, in bags.. ..	Ton	1 8 0
C	Fish, dried, fishmaws, sharkfins and samoodar fins	,,	2 4 0
D	Ghee	,,	2 0 0
E	Groceries, provisions, oilmanstores and articles under item 28, in cases	Each	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
28	GROCERIES, PROVISIONS AND OILMANSTORES—*contd.*		
F	Groceries, provisions, oilmanstores and articles under item 28, fresh, unpacked	Coolie-load.	0 2 0
G	Groceries provisions, oilmanstores and articles under item 28, for daily use of ships in Dock	Free	
H	Indian condiments	Package	0 4 0
I	,, ,, ...	Cask	0 8 0
J	Oatmeal, sago, biscuits and arrowroot and others, unenumerated, in bags	Ton	1 8 0
K	Saffron	Case	1 0 0
29	GUM, GUM RESINS, INDIA-RUBBER AND LAC.		
A	Amber beads and ware	Case	1 0 0
B	Caoutchouc or India-rubber solution	,,	0 8 0
C	Gum, gum resins of all kinds und lac	Ton	2 4 0
D	Hose, rubber-lined	Case	0 12 0
E	India-rubber, in bags or bundles .	Ton	2 4 0
F	India-rubber and manufactures of, not otherwise enumerated .	Case	0 8 0
G	Lac, manufactures of	,,	0 8 0
H	Tyres, rubber	Package	1 0 0
I	Waterproof cloth	,,	0 8 0
30	HEAVY LIFTS.		
A	Package over 1½ and not exceeding 3 tons	Ton	1 12 0
B	Package 3 and not exceeding 4 tons	,,	2 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
30	HEAVY LIFTS—*contd.*		Rs. a. p.
C	Package over 5 and not exceeding 8 tons	Ton	2 8 0
D	Package over 8 and not exceeding 11 tons	,,	4 0 0
E	Package over 11 and not exceeding 15 tons	,,	5 0 0
F	Package over 15 and not exceeding 100 tons	,,	7 8 0
	NOTE.—Charges on heavy lifts and all articles charged under item 30 will be levied by measurement or weight at option of the Docks Manager, if by measurement 40 c.ft. will be considered one ton, and the rate per ton will be that at which the dead weight is chargeable.		
31	HIDES, SKINS, RAW OR CURED, AND GUTS.		
A	Guts	Bale or Package	0 8 0
B	Hides and skins of all kinds including clippings	Ton	2 8 0
32	HORNS, TIPS AND PIECES OF HORN, HORNMEAL AND ARTICLES MADE OF HORN, NOT OTHERWISE ENUMERATED.		
	Horns of all kinds in bulk, bags or bundles	Ton	1 8 0
	Horns and articles made of horn, packed	Package	0 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
33	ICE.		Rs. a. p.
A	Ice	Ton	1 12 0
B	Small quantities for use of ships in Dock or Harbour	Free	
34	INSTRUMENTS, APPARATUS AND PARTS THEREOF, INCLUDING MUSICAL INSTRUMENTS.		
A	Electric fans and parts thereof ..	Under items 30, 43B	
B	Electric lights and parts thereof	Package	0 12 0
C	Harmoniums, organs, pianofortes and pianolas, if under 20 c. ft.	,,	1 4 0
D	,, ,, ,, ,, if 20 & under 30 ,,	,,	1 12 0
E	,, ,, ,, ,, 30 ,, 40 ,,	,,	2 8 0
F	,, ,, ,, ,, 40 ,, 50 ,,	,,	3 0 0
G	,, ,, ,, ,, 50 ,, 60 ,,	,,	5 0 0
H	,, ,, ,, ,, 60 ,, 70 ,,	,,	8 0 0
I	,, ,, ,, ,, 70 ,, 80 ,,	,,	12 0 0
J	,, ,, ,, ,, 80 c. ft. & over ..	,,	15 0 0
K	Instruments, drawing, mathematical, musical, nautical, optical, photographic, scientific, surgical, etc., and apparatus not otherwise enumerated	*Ad valorem* Import Package Export	¼% 0 8 0
L	Instruments and electrical appliances, fittings and parts of, not otherwise enumerated ..	Package	0 12 0
M	Telegraph, telephone and electric cable and wire	Ton	2 4 0
35	IRONMONGERY, CUTLERY AND HARDWARE.		
A	Baths, iron, galvanized	Dozen	0 12 0
B	Bellows, smiths, unpacked ..	Each	0 4 0
C	Bricks, bath	Case	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
35	IRONMONGERY, CUTLERY AND HARDWARE—*contd.*		
D	Buckets, iron or metal	Dozen	0 4 0
E	Drums, empty, small	Each	0 0 3
F	Hardware, ironmongery and agricultural implements, not otherwise enumerated	Ton	2 0 0
G	Lamps, lanterns, lampware, platedware, cutlery, tools and hardware, etc. (when no weight is given)	Cask	1 0 0
		Crate	0 12 0
		Package	0 8 0
H	Nails of sorts	Ton	1 12 0
I	Shovels, spades and pickaxes ..	Dozen	0 4 0
36	IVORY AND IVORYWARE.		
A	Ivory	Cwt.	0 4 0
B	Ivoryware	Package	1 0 0
37	JEWELLERY, PLATE, GOLD AND SILVER.		
A	Gold and silver leaf, real ..	*Ad valorem* Import	⅛% with minimum charge of Rs. 1-8-0 per package.
		Export Package	1 8 0
B	,, ,, ,, ,, imitation ..	Package	0 4 0
C	Jewellery, precious stones, gems and pearls	*Ad valorem* Import	⅛% with minimum charge of Rs. 1-8-0 per package.
		Export Package	1 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
37	JEWELLERY, PLATE, GOLD AND SILVER—*contd.*		Rs. a. p.
D	Jewellery and pearls, imitation	Package	0 8 0
E	Plate, gold and silver	*Ad valorem* Import	1/8% with minimum charge of Rs. 1-8-0 per package.
		Export Package	1 8 0
38	JUTE, RAW, AND ARTICLES MADE OF JUTE.		
A	Gunny bags, old	Package	0 4 0
B	,, pieces and bags and hessians gunny cloth	Bale	0 10 0
C	Jute canvas	Package	0 8 0
D	,, pressed	Bale	0 6 0
E	,, unpressed (slack bundles)	Ton	2 0 0
39	LACQUERS AND LACQUERWARE	Package	0 8 0
40	LEATHER AND ARTICLES MADE OF LEATHER NOT OTHERWISE ENUMERATED.		
A	Harness and saddlery	Package	0 8 0
B	Hose, leather	,,	0 12 0
C	Leather, foreign or country	Ton	2 8 0
D	,, imitation	Package	0 8 0
E	Portmanteaus, bags and trunks	,,	0 8 0
41	LEAVES, CANES AND MANUFACTURES OF.		
A	Bamboos	50 or part of 50	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
41	LEAVES, CANES AND MANUFACTURES OF—*contd.*		Rs. a. p.
B	Baskets, cane	Dozen	0 2 0
C	Canes, malacca	,,	0 4 0
D	,, rattans	Ton	2 4 0
E	Danthans (country tooth brushes)	,,	2 4 0
F	Fans, tiffin baskets, reeds ..	Package	0 8 0
G	Kuskus for tatties	,,	0 2 0
H	Leaves, betel, beedie and furrah .	,,	0 2 0
I	Mats, foreign	,,	0 8 0
J	,, country	,,	0 6 0
K	Matting	Package or rolls	0 8 0
42	LIQUORS AND SPIRITS INCLUDING METHYLATED SPIRITS.		
A	Ale, beer, porter and cider, in wood	Hogshead	0 8 0
B	Ale, beer, porter and cider, in bottles	1 doz. quarts or 2 doz. pints.	0 2 0
C	Ale, beer, porter and cider ..	Kilderkin	0 4 0
D	,, ,, ,, ...	Firkin	0 2 0
E	Spirits, including methylated spirits, liquors and wines, in wood	Imperial gallon	0 0 4
F	Spirits, including methylated spirits, liquors and wines, in bottles	1 doz. quarts or 2 doz. pints.	0 2 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
43	MACHINERY AND PARTS OF MACHINERY.		Rs. a. p.
A	Belting, packing, asbestos and asbestos sheets	Case, Crate or Package.	0 12 0
B	Machinery and parts of machinery not exceeding 1½ tons :— (1) Prime movers .. .. (2) Electrical machinery of all kinds, not including instruments— (*a*) Generators .. .. (*b*) Motors .. .. (*c*) Other kinds .. .. (3) Machinery (not being prime movers or electrical machinery)— (*a*) Aerated water machinery .. .. (*b*) Agricultural .. (*c*) Boilers .. .. (*d*) Metal working machinery .. (*e*) Mining machinery .. (*f*) Oil crushing and refining machinery .. .. (*g*) Paper mill machinery .. .. (*h*) Rice and flour mill machinery .. .. (*i*) Refrigerating machinery .. .. (*j*) Saw mill and wood working machinery	Ton	1 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
43	MACHINERY AND PARTS OF MACHINERY—*contd.*		Rs. a. p.
B	(*k*) Sugar, tea and textile machinery .. .. (*l*) Printing machinery (*m*) Other sorts of machinery ..	Ton	1 8 0
C	Machinery (and parts of machinery) worked by manual or animal power	Under Item 35 F. G. Package.	0 8 0
D	Sewing and knitting machines and accessories		
E	Typewriters, duplicators and accessories	,,	0 8 0
	NOTE (*a*)—All packages and single items over 1½ tons each will be charged as heavy lifts, under Item No. 30. (*b*)—Charges on machinery and other items charged as machinery will be levied by measurement or weight at option of the Docks Manager, if by measurement 40 c. ft. will be considered one ton, and the rate per ton will be that at which the dead weight is chargeable.		

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
44	MANURES OF ALL KINDS, NOT OTHERWISE ENUMERATED ..	Ton	1 4 0
45	MATCHES OF ALL KINDS	Package	1 0 0
46	METALS, MINERALS AND ARTICLES MADE OF METAL, NOT CLASSIFIED UNDER HARDWARE OR MACHINERY.		
A	Brass, copper, yellow metal, spelter, tin, zinc and all metals, manufactured and unmanufactured and old, not otherwise enumerated	Ton	2 0 0
B	Brass, copper, yellow metal, spelter, tin, zinc and all metals, manufactured when no weight is given	Cask Crate Package	1 0 0 0 12 0 0 8 0
C	Iron and steel, bar, rod, hoop, scrap, sheets, plates, bands, old iron and steel, angle iron, T-iron, girders, castings and cast-iron pipes under 1½ tons, pig iron, galvanized iron pipes, or tubes, steel fagot, keg, spring and octagon	Ton	1 8 0
	NOTE—Girders, castings, cast-iron pipes, &c., over 1½ tons	Item No. 30	
D	Ores of all kinds	Ton	0 10 0
	Note.—Shippers of ore are required to furnish the Docks Manager, within six months from date of shipment, with certificates of ore outturned at destination. In such cases, a		

No. of Item.	Description of Goods.	How Charged.	Import and Export.
46	METALS, MINERALS AND ARTICLES MADE OF METAL, NOT CLASSIFIED UNDER HARDWARE OR MACHINERY—*contd.* rebate of annas 2 per ton will be allowed on the original quantity declared and wharfage on the actual quantity excess or short shall be adjusted at 8 annas per ton.		Rs. a. p.
E	Quicksilver	Package	0 6 0
F	Tin clippings	Ton	0 12 0
G	Wires of all kinds, not otherwise enumerated	,,	2 4 0
47	MINERAL AND AERATED WATERS AND ALL NON-ALCOHOLIC BEVERAGES.		
A	Aerated and mineral waters ..	Dozen	0 1 0
B	,, ,, ..	Case or Cask	0 4 0
C	All non-alcoholic beverages ..	,,	0 4 0
48	NAVAL AND MILITARY STORES.		
A	Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, not exceeding 5 tons per piece or package	Ton	2 0 0
B	Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, when no weight is given or cannot be ascertained	Package	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
	NAVAL AND MILITARY STORES —*contd.*		Rs. a. p.
	Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, packages over 5 tons in weight.	Under Item 30.	
49	OILS.		
A	Liquid fuel in bulk	12 Imperial gallons	0 1 0
B	,, ,, ,, in casks or drums		
C	Oils, vegetable, mineral and animal, tin, drum or case, up to 10 imperial gallons	Each	0 3 0
D	Oils, vegetable, mineral and animal, tin, drum or case, over 10 imperial gallons	10 gallons or part of.	0 3 0
E	Oils, vegetable, mineral and animal, tin, drum case or casks	Ton	1 8 0
F	Oils, kerosine, in tins, drum or cases	8 Imperial gallons.	0 2 0
G	Oils, kerosine, in bulk, discharged into Trustees' Oil Pipe ..	8 Imperial gallons.	0 1 0
H	Paraffin wax	Ton	2 0 0
	NOTE.—Vegetable, mineral and animal oils, imported or exported in bottles, will be charged per Item No. 18 B.		

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
50	OIL-CAKES	Ton.	1 4 0
51	OPIUM.		
A	Opium, package, up to 70 lbs. ..	Package.	0 12 0
B	,, ,, over 70 ,, ..	,,	1 4 0
52	PAINTS, PAINTERS' MATERIALS, ETC.		
A	Lamp-black	Cwt.	0 4 0
B	Paints, dry and mixed	Ton	2 8 0
C	Turpentine and Turpentine substitutes	10 Imperial gallons or part of	0 3 0
D	Varnish, French Polish, &c.	5 Imperial gallons or part of	0 2 0
53	PAPER-MAKING MATERIALS.		
A	Pulp of wood or other paper making materials	Ton	2 0 0
B	Rags	Package	0 4 0
54	PERFUMERY AND PERFUMERY OILS.		
A	Dhowrie, rose and lavender flowers, dried, and incense ..	Ton	2 0 0
B	Musk	Package	1 4 0
C	Perfumery	Case	1 0 0
D	Perfumed essential and non-essential oils of all sorts ..	Package	1 0 0
E	Rose water	Case or drum.	0 3 0
F	,, ,, ...	Carboy.	0 1 0

No. of Item.	Description of Goods	How Charged.	Import and Export.
			Rs. a. p.
55	PICTURES, PICTURE FRAMES, PRINTS, ENGRAVINGS, PHOTOGRAPHS AND WORKS OF ART INCLUDING SMALL CLAY AND METAL FIGURES.		
A	Clay figures, unpacked	Each	0 2 0
B	Mouldings	Package	2 0 0
C	Pictures, prints, engravings, photographs and works of art ..	,,	1 0 0
56	PITCH, TAR AND DAMMER ..	Ton	2 0 0
57	PLANTS AND BULBS INCLUDING SEEDS FOR SOWING.		
A	Garden seeds and seeds for sowing.	Package	0 8 0
B	Plants and bulbs, packed ..	,,	0 4 0
C	,, ,, unpacked ..	Dozen	0 4 0
D	,, for Public Gardens in India	Free	
58	POLISHES.		
..	Polishes and compositions for application to leather or metals	Cask Crate Case	1 0 0 0 12 0 0 8 0
59	PRINTING AND LITHOGRAPHIC MATERIAL (OTHER THAN PAPER.)		
A	Lithographic stones	Ton	2 4 0
B	Printing material, type and dyes.	Package	0 8 0
60	RAILWAY AND TRAMWAY PLANT AND MATERIALS.	Under Items Nos. 30 and 43.	
61	SALT.		
A	Salt, in bulk or bags	Ton	0 8 0
B	,, refined	Package	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
62	SEEDS.		
..	Seeds of all kinds, not otherwise enumerated	Ton	0 12 0
63	SHELLS AND COWRIES.		
A	Shells of all kinds, loose or in bags	Ton	2 0 0
B	Shells of all kinds, in cases ..	Case	0 8 0
64	SHIPS, PARTS OF, INCLUDING BOATS AND LAUNCHES AND GEAR FOR BOATS AND LAUNCHES.		
A	Boats and launches, under 1½ tons	Each	2 8 0
B	Boats and launches, over 1½ tons	Under Item 30	
C	Oars, Indian, unpacked	Dozen	0 4 0
D	,, foreign ,, ...	,,	0 8 0
E	Ship, launch and boat gear and appliances, not otherwise enumerated	Package	0 4 0
F	,, ,, ,, ,, ,, ,, loose ..	Cart-load	0 8 0
		Coolie-load	0 2 0
65	SILK.		
A	Piece-goods	Package	1 0 0
B	Raw silk, waste and yarn ..	,,	1 0 0
66	SMOKER'S REQUISITES (EXCLUDING TOBACCO)	,,	0 12 0
67	SOAP.		
A	Soap, perfumed	Package	0 8 0
B	,, bar and laundry	,,	0 2 0
C	,, soft	Ton	2 0 0
D	Soapnuts (rita and shikakai) ..	,,	2 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
68	SPECIE AND BULLION.		
A	Bullion and specie, gold and silver	Piece or Package.	0 8 0
B	Coins, other than	Package	0 4 0
69	SPECIMENS, CURIOSITIES, MODELS, &c.	,,	0 8 0
70	SPICE, &c. BETELNUTS, CARDAMOMS, CASSIA, CHILLIES, CINNAMON, CLOVES, GINGER, NUTMEGS, PEPPER AND OTHERS UNENUMERATED IN BAGS	Ton	2 0 0
71	STARCH AND FARINA IN BAGS, CASKS, &c.	,,	2 0 0
72	STATIONERY, PAPER, PASTE-BOARDS, MILLBOARDS & CARD-BOARDS OF ALL KINDS.		
A	Ink, writing and printing ..	Cask or Package.	0 12 0
B	Slates, school	Package	0 2 0
C	Stationery, paper mill-boards and card-boards of all kinds ..	Package up to 5 cwts.	0 8 0
D	Stationery, paper, mill-boards and card-boards of all kinds ..	Over 5 cwts.	0 12 0
73	STONE AND MARBLE.		
A	Marble and stone, manufactured or sculptured, pumice stone, etc.	Dead weight or ton of 40 c. ft.	2 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
	STONE & MARBLE—*contd.*		
B	Road metal or rubble (without Port Trust labour)	Ton	0 6 0
C	Tablet stones	Case	0 8 0
74	SUGAR.		
A	Sugar, sugarcandy, jaggery and molasses	Ton	1 0 0
B	Sugar, loaf or chopped	Package	0 4 0
75	TALLOW AND STEARINE INCLUDING GREASE AND ANIMAL FAT	Ton	2 0 0
76	TEA, BLACK AND GREEN	Package	0 4 0
77	TENTS & PARTS THEREOF ..	..	1 0 0
78	TOBACCO, ETC.		
A	Beedies or country cigarettes ..	Package	0 4 0
B	Cigars, cheroots and foreign tobacco, manufactured or unmanufactured, not otherwise enumerated	Cwt.	0 8 0
C	Cigarettes	Case	0 12 0
D	Hookas	Package	0 2 0
E	Snuff	Case	0 8 0
F	Tobacco, country	Cwt.	0 4 0
79	TOILET REQUISITES	Case	0 8 0
80	TOYS, GAMES AND SPORTING REQUISITES	,,	0 12 0
81	UMBRELLAS, UMBRELLA FURNITURE, PARASOLS, WHIPS AND WALKING STICKS OF ALL KINDS	,,	0 8 0
82	WAX OF ALL KINDS EXCLUDING PARAFFIN WAX.		
..	Wax of all kinds not otherwise enumerated	Package	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
83	WOOD AND TIMBER.		
A	Bark	Ton	1 8 0
B	Boxes, packing cases, casks, barrels, etc., empty, made ..	Each	0 2 0
C	Firewood	Ton	0 12 0
D	Horse and cattle boxes, empty ..	Each	1 0 0
E	Sawdust	Bag or Package	0 1 0
F	Sandalwood and lignum vitæ ..	Ton	2 0 0
G	Shooks and staves for barrels, casks or hogsheads and Kerosene oil cases, unmade.	Bundle	0 2 0
		Cask	0 8 0
H	Timber, blackwood, ebony, teak, pine, jarrah and other woods in logs and squares, sleepers, etc..	Ton of 50 c. ft.	1 12 0
I	Planks, scantlings and ceiling boards	,,	2 0 0
J	Woodenware	Case	0 8 0
K	Heads (tops and bottoms) and hoops for barrels, casks or hogsheads, unmade, packed together	Bundle	0 4 0
		Cask.	0 8 0
84	WOOL AND HAIR, RAW, AND ARTICLES MADE OF WOOL AND HAIR, INCLUDING FELT ..		
A	Wool, woollen piece-goods and yarns up to 40 c. ft. each ..	Package	0 6 0
B	Wool, woollen piece-goods and yarns over 40 c. ft	,,	0 12 0
C	Wool and hair, raw, unpressed..	Bale	0 12 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
	WOOL & HAIR, RAW, AND ARTICLES MADE OF WOOL AND HAIR, INCLUDING FELT—*contd.*		
D	Wool and hair, raw, pressed ..	Bale	0 4 0
E	Wool and hair, raw, waste ..	,,	0 4 0
F	All other articles made of wool or hair	,, Case or package	
85	UNENUMERATED GOODS.		
A	Goods packed in casks	Each	1 0 0
B	,, in crates	,,	0 12 0
C	Goods packed in cases, bundles and bales	,,	0 8 0
D	Goods packed in drums and kegs.	,,	0 4 0
E	Goods packed in bags	,,	0 2 0
F	Heavy goods chargeable by weight	Ton	2 4 0
G	Mails	Free	
H	Post parcels not exceeding 11 lbs. in weight	,,	
I	Post parcels exceeding 11 lbs. in weight	Each	0 2 6
J	Samples, small	Parcel	0 1 0
K	,, in cases, etc.	Package	0 6 0
L	Unpacked goods	Cart-load	0 8 0
M	,, ,, ...	Coolie load.	0 2 0

SECTION 1—*continued.*

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1. The foregoing charges will be levied on a minimum of one cwt. on goods charged at a rate per ton or per cwt. Charges leviable according to weight will be assessed on the net weight of goods, as shown in the Customs Bill of Entry or Invoice, except where otherwise provided.

2. All goods charged per case or package, if exceeding 40 c. ft., will be charged double wharfage, except where otherwise enumerated.

(*a*) Packages and single items, for which a rate per package or item is prescribed in Section I, will be charged as heavy lifts under item 30 when they exceed 1½ tons in weight, except in instances in which the charge prescribed is higher than under item 30.

3. Cases, etc., containing assorted or sundry goods will be charged, wharfage according to that item comprised in contents in respect of which the highest rate is provided in the foregoing Schedule.

4. For the assessment of wharfage, etc., on goods chargeable on measurement, importers must deposit with the Docks Manager certified copies of invoices and specifications (which will not be returned) with Customs documents and chappas. Measurements, etc., to be shown on English Standard in detail.

In respect of goods chargeable on weight, importers must produce Original invoices, if required.

5. On *bona fide* ships' stores (including live stock for use on voyage), furniture, tools and materials, imported or exported half wharfage charges only will be levied.

6. No charge will be levied on Horse Boxes accompanying horses, provided the Boxes are removed from Docks premises within 24 hours of landing. On the expiration of 24 hours

Boxes will be treated as cargo and charged the ordinary wharfage rates.

7. Goods landed from boats or loaded from wharf into boats in Dock or at the Harbour Walls of the Docks, provided no Port Trust labour is employed, will be charged half the rates laid down in the Schedule. This fee will cover the right to storage for three days in either case; thereafter the ordinary rent (extra fees) will be levied.

8. All goods, which have been charged full Docks import Wharfage will, if loaded into boats in the Docks by Port Trust labour, to be afterwards relanded at a Port Trust Bunder, be charged Hamallage only, *vide* Section X, Item A (c) instead of wharfage.

9. On cargo overcarried and landed in the Docks and reshipped Transhipment charges as per Section VII will be levied.

10. On same bottom cargo landed in the Docks and re-shipped, full import wharfage as per Section I and Hamallage at Annas 8 per ton will be levied.

11. No Docks wharfage charges will be levied on cargo or bunker coal landed from one hatch of a vessel and re-shipped in another for trimming or rearranging the vessel's cargo, provided it is not allowed to remain on the wharf and Trustees' labour is not utilized.

12. *Hazardous goods* (see Docks By-laws Nos. 99, 100 and 100-A) landed at the Docks and which have to be removed immediately to the Trustees' Hazardous Goods Warehouse situated in the Alexandra Docks, will incur charges for removal, storage and rent as detailed under Section III, Item D, of this Schedule.

13. Consignments of matches will be removed, at the request of consignees, to the special sheds in the Docks set apart for the storage of matches during the monsoon, at a charge of Annas 6 per case.

14. Dangerous, Explosive and Inflammatory goods landed at the Docks contrary to the By-laws must be immediately removed by a consignee, failing which they will be removed at his risk and expense to the Trustees' Warehouse reserved for such goods.

15. Dangerous, Explosive and Inflammable goods landed at the Docks contrary to the Docks By-laws will be charged wharfage at Annas 8 per package under Section I, Item 3 E.

SECTION II.

Wharfage Charges.

SCALE OF SPECIAL RATES TO BE CHARGED ON ALL GOODS IMPORTED AND EXPORTED AT THE BOMBAY PORT TRUST DOCKS BY COASTING STEAMERS PLAYING BETWEEN BOMBAY AND PORTS ON THE WEST COAST OF INDIA.

SPECIAL CLASS.—4 *pies a maund, or* 9 *annas a ton.*

Ballast.
Bardans or used gunny bags.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabollams.
Ochre, of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1*st CLASS.*—6 *pies a maund, or* 13 *annas a ton.*

Alum.
Bamboos.
Bark, of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Groundnuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns, of kinds.
Iron, bar-iron, hoops, pig scrap, sheets, &c.
Jaggery.
Jute, pressed.

1*st CLASS.*—6 *pies a maund, or* 13 *annas a ton.*—concld.

Kerosene oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papadkhar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2*nd CLASS.*—8 *pies a maund, or Rs.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Asafœtida, coarse.
Beads.
Betel-nuts.
Blood stones, Cambay stones and gold stones.
Brass and brassware.
Bricks, bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboard.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, Fibre.
Coir, rope, cordage and yarn.
Columba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage (not packed).
Fat, grease, lard, and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose, in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheets and rolls.
Lead, black, white and red.
Lead shot.

2nd CLASS.—8 *pies a maund, or Rs.* 1-2-0 *a ton.*—concld.

Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux-vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper, of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, soft and bar (country).
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber planks & scantlings.
Tin of kinds.
Tin plates.
Tortoise shells.
Turmeric.
Twine.
Umbrellas.
Waste, cotton, twist and wool.
Wire.
Yellow metal sheets, &c.
Zinc sheets, &c.

3rd CLASS.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aerated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees'-wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.

3rd CLASS.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*—concld.

Cummin seed.
Dyes, country.
Earthenware, foreign, for sanitary purposes (packed).
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Goats' hair, unpressed.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, etc.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khoot wood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman stores.
Pearls, imitation.
Pepper and pepper roots.
Rose flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th CLASS.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic and tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.

4th CLASS.—12 *pies a maund, or Rs.* 1-11-0 *a ton*—concld.

Crockery, Queen's porcelains and earthenware not otherwise enumerated.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, Fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton-silk mixture and woollen.
Plants.
Shark fins, samoodar fins.
Shells.
Skins, goats and sheep, tanned.
Toys.
Trunk and boxes.
Turpentine.

5th CLASS.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Candles.
Cardamoms.
Clocks.
Confectionery.
Coral.
Crackers, China.
Elephants' tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82 lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a cooly load.

Wharfage on sand and building materials, discharged from boats at the Ballard Pier Wharf, when no Port Trust labour is supplied, shall be levied at the rates specified under item 7 of the Bunder scale of rates.

All articles not enumerated in the foregoing Schedule will be charged wharfage at the rates laid down under Section I.

In all questions that arise with regard to *miscellaneous charges, rents, overside fees, night and holiday work, transhipment, cranage charges,* &c., the rules laid down in the General Rate-book for the Wet Docks will apply.

The *Minimum charge* for any package shall not be less than *one anna.*

Fractions of an anna.—In the total charge recovered on a chappa fraction of an anna *less than six pies* will be dropped: while *six pies and over* will be reckoned as 1 *anna.*

N.B.—A surtax of 25 per cent. will be levied on all charges made under this section, until further orders. (*Vide* T. R. 109, dated 27th February 1917.)

SECTION III.

Rents.

A.—Storage Charges on Goods in Docks Transit Sheds and Yards.

Imports—

(*a*) *Free days—*

All goods will be allowed storage in Docks, free of rent, for 5 days.

No free days will be allowed in respect of coal, coke, cinders, ashes, patent fuel, dust or rubbish.

In computing the number of free days, Sundays and Holidays enumerated in By-law No. 106 as well (in the case of dutiable goods only) as any other days on which Imperial Customs Duty may not be received, will be omitted.

(*b*) *Extra fees—*

On the expiration of the "free days" an extra fee or charge calculated at the rate of half wharfage will be levied upon all goods until delivery is effected, as follows :—

In respect of all goods, dutiable and duty free, except iron and steel, as specified under Section I, item 46-*C*, of this Schedule :—

One extra fee for every 2 days, including Sundays and all Holidays or part thereof up to 30 days from date of landing.

In respect of iron and steel, as specified under Section I, Item 46-*c*, of this Schedule :—

One extra fee for the first 7 days, including Sundays and all Holidays, or part thereof and thereafter one extra fee for every succeeding 2 days, including Sundays and all Holidays or part thereof up to 30 days from date of landing.

On the expiration of 30 days from date of landing of all goods (including iron and steel) two extra fees will be levied for every

succeeding two days including Sundays and all Holidays and part thereof.

(*c*) In cases where any consignment or part thereof of iron or steel, as specified under Section I, Item 46-*C*, of this Schedule, shall be landed from a vessel unmarked, or, in the opinion of the Docks Manager, so insufficienty marked as to prevent the delivery of the whole consignment according to the Bill of Lading, he shall have the whole of such consignment sorted *according to sizes* as far as possible and shall charge the Master, Owner or Agents of the vessel, the cost of such sorting at the rate of twelve annas per ton. The "free days" in such instance shall count from the date on which the Docks Manager shall notify that the iron or steel is sorted and ready for delivery.

(*d*) On goods landed at the Docks and loaded into Railway wagons one-third of the single extra fees incurred may be charged in lieu of the extra fees ordinarily leviable, provided that the importer has submitted requisitions for wagons before expiry of the "free days" and that a certificate from the Railway Manager is produced stating that the delay in loading was due to non-supply of railway wagons.

Exports—

Goods for Shipment.	Period free of rent.	How charged.
(*a*) Stored in Docks open yards at Owner's risk.	10 days.	An extra fee or charge calculated at the rate of half wharfage fee to which the goods may be liable for every 3 days or part thereof.
(*b*) Stored in Docks transit sheds.	7 days.	
Note.—Exporters must elect whether goods are to be stored in the open or in the transit sheds.		

Goods for Shipment.	Period free of rent.	How charged.
(c) If not shipped but removed from Docks by boats or carts :—		
(1) Provided Trustees' labour is not utilised.	*Nil.*	An extra fee or charge calculated at the rate of half wharfage fee for every 3 days or part thereof.
(2) Provided Trustees' labour is employed.		
Note.—Shut-out cargo must be removed by owners on receipt of 3 days' notice from the Docks Manager. In cases of non-compliance the Docks Manager may remove such goods to a place of storage at the expense of owners.		As Exports under Clauses (*a*) and (*b*).
(d) Railed into Docks and stored in the railborne cargo sheds for shipment and not taken to the transit sheds but removed into town.	*Nil.*	Docks unloading, carting and clerical charges and half export wharfage plus ground rent from the date the goods were received in Docks.
(e) Railed direct into Docks and found to be unfit for shipment.		
(1) Provided removed from Docks within 24 hours.	Free	Docks unloading, carting and clerical charges but no wharfage.

Goods for Shipments.	Period free of rent.	How charged.
(2) When not removed from Docks within 24 hours.	*Nil.*	Docks unloading, carting and clerical charges plus rent under Clause (*c*) (1) if stored in the transit sheds, or rent and half export wharfage under Clause (*d*) if stored in the rail-borne cargo sheds.
(*f*) Brought direct to the transit sheds by rail or from the railborne cargo sheds and shipped.	*Vide* Clauses (*a*) and (*b*)	As Ordinary export cargo under Clauses (*a*) and (*b*) from date of receipt at the transit sheds.

EXCEPTION.—On cargo railed into Docks by Bombay Port Trust Railway wagons from the Grain and Cotton Depots under the the orders of, and with permission from, the Docks Manager and on which Customs and Shipping Agents' Passes have been issued, no extra fees or ground rent charges will be levied, provided such cargo is actually shipped on the vessel for which it was railed in. If such rail-borne cargo is shut out, or, for any reason, is not shipped, the ordinary charges from the date of arrival will be levied.

(*g*) Brought into Docks by lighters for overside shipment but landed on the Docks quays by shippers' own labour.	*Vide* Clause (*a*) and (*b*)	Half import wharfage as per this Schedule and thereafter as ordinary Exports under Clauses (*a*) and (*b*); the date of landing to be reckoned as the date of receipt.

In computing the days for charging rents, Sundays and the Holidays enumerated in By-law No. 106 will be omitted.

By-law.—Working hours in the Docks shall be from 8 A.M. (S.T.) to 12-30 P.M. and from 1-30 P.M. to 6 P.M. except on Sundays and holidays.

The sanctioned holidays recognised by the Trustees shall be Christmas Day (25th December), New Year's Day (1st January), Good Friday, the Sovereign's Birthday and any special occasion ordered by the Trustees.

In computing the days for charging rents, etc., Sundays and the Holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial Duty may not be received, shall be omitted.

The day on which goods are landed shall be counted as one of the "free days," except when goods are landed after sunset when the "free days" shall not commence until the following morning.

B.—Ground Rent Charges.

Ground rent charges in Docks storage sheds and yards, other than Dock transit sheds or yards, by special arrangement :—

(*a*) In sheds, per 500 square feet per mensem .. Rs. 50

(*b*) In the open yards at owner's risk per 500 square feet per mensem .. .. .. ,, 30

As a special temporary measure instead of the extra fees leviable under Section III, Rents A Imports.—Ground Rent charges as per note 4, Section II, Rents, of the Bunder scale of Rates, shall be levied on sand and building materials discharged from boats at the Ballard Pier wharf.

C—Storage charges on Goods in Docks Duty-Paid Goods Warehouses.

Scale of Charges for Duty-Paid Goods.

Goods.	Per	Charges. Removing and Storing Charges, Docks Warehouses.	Storing Charges, Wari Bunder Warehouses.	Rent per week or portion of a week.
		Rs. a. p.	Rs. a. p.	Rs. a. p.
1. Bangles, glass ..	Case ..	0 4 0	0 2 6	0 2 0
2. Copper Sheets, cases or bundles	Ton ..	..	0 6 0	0 2 0
3. Glassware and Earthenware ..	C. ft. ..	0 0 4	0 0 3	0 0 1¼
4. Grain ..	Ton ..	0 8 0	0 5 0	0 1 0
5. Gunnies	Bale ..	0 5 0	0 3 0	0 1 0
6. Hardware ..	Package	Package	Measurement or weight	
7. Machinery ..	Ton ..	1 8 0	1 0 0	0 8 0
8. Motor cars ..	,, ..	1 8 0	1 0 0	0 8 0
9. Iron, including corrugated sheets, loose, or in case, steel bars, and bundles sheet, iron.	,,	..	0 6 0	0 1 3
10. Newspapers, old, in bales ..	C. ft ..	0 0 4	0 0 3	0 0 1¼
11. Paper, in bales or cases, including wall paper and strawboards.	Package	0 5 0	0 3 0	0 0 9

	Goods.	Per	Charges. Removing and Storing Charges, Docks Warehouses.	Storing Charges, Wari Bunder Warehouses.	Rent per week or portion of a week.
			Rs. a. p.	Rs. a. p.	Rs. a. p.
12.	Piece-goods, cotton	Package under 15 c. ft.	0 2 6	0 1 6	0 0 9
13.	Piece-goods, cotton	Package of 15 c. ft. and over per c ft.	0 0 3	0 0 2	0 0 1
14.	Piece-goods woollen and silk. ..	Package under 15 c ft.	0 2 6	0 2 0	0 0 9
15.	Do. do.	Package of 15 c. ft. and over per c. ft.	0 3 0	0 0 2	0 0 1
16.	Shawls, cotton ..	Package.	0 2 6	0 1 6	0 0 9
17.	Do. woollen and silk	,,	0 4 0	0 3 0	0 4 0
18.	Sugar	Ton ..	0 8 0	0 5 0	0 1 0
19.	Tea	Chest ..	0 1 0	0 0 6	0 0 6
20.	Twist and yarn, cotton ..	Package under 15 c. ft.	0 2 6	0 1 6	0 0 6

	Goods.	Per	Charges. Removing and Storing Charges, Docks Warehouses.	Storing Charges, Wari Bunder Warehouses.	Rent per week or portion of a week.
			Rs. a. p.	Rs. a. p.	Rs. a. p.
21.	Twist and yarn, cotton ..	Package of 15 c. ft. and over per c. ft.	0 0 3	0 0 2	0 0 1
22.	Twist and yarn, woollen and silk	Package under 15 c. ft.	0 2 6	0 1 6	0 1 0
23.	Twist and yarn, woollen and silk	Package of 15 c. ft. and over per c. ft.	0 0 3	0 0 2	0 0 1
24.	Yellow metal cases or bundles	Ton ..	..	0 6 0	0 2 0
25.	Zinc sheets ..	,, ..	..	0 6 0	0 2 0
26.	Unenumerated goods if charged by measurement	C. ft. ..	0 0 4	0 0 3	0 0 1½
27.	Unenumerated goods if charged by weight	Ton ..	0 10 0	0 6 0	0 2 0

Note.—Merchants removing goods from the Docks Transit Sheds by their own agency to the Docks Warehouses will be charged "Storing" fee only at rates as charged at Wari Bunder Warehouse. The removal of items Nos. 2, 9, 24 and 25 is not undertaken.

In the case of goods charged under Items 12-25 and 20-23 merchants are required to get the measurement endorsed on their Delivery Orders by the Assistant Manager, Docks Warehouses.

Goods charged under item 7 Machinery and 8 Motor Cars will be assessed by measurement or dead weight, whichever is greater. If by measurement, 40 c. ft. will be taken to the ton.

Miscellaneous Charges.		Rs. a. p.
28. Opening and folding charges: Copper, Yellow Metal, etc. ..	Per bundle ..	0 0 6
29. Re-bagging and recovering charges	,, bag or package ..	0 0 6
30. Scale rent	,, day	0 8 0
31. Certificates of weight or measurement	Each	1 0 0
32. Duplicate chappas	,, ...	0 4 0
33. For attendance of clerk in court or for supervision in Warehouses of weighing or re-bagging operations	Per day or part of a day ..	3 0 0
34. Night work, Sunday of Holiday work	Each Warehouse per night or day	15 0 0
35. Do. do. ..	Each Warehouse per half night..	7 8 0
36. For opening packages, &c. ..	Per package ..	0 1 0
37. Verifying Stock Lists	Per list	15 0 0

D.—STORAGE CHARGES ON GOODS REMOVED TO DOCKS HAZARDOUS GOODS WAREHOUSES.

Item.	Description of Goods.	How charged.	Removal.			Storage.			Rent per week.		
			Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
1	Acids ..	Package	0	2	6	0	1	6	0	1	0
2	Aloes, Indian ..	Bale	0	4	0	0	2	0	0	1	0
3	Candles ..	Cwt.	0	1	6	0	0	6	0	1	0
4	Caoutchouc ..	Package	0	2	6	0	1	6	0	1	0
5	Carbide of Calcium	Cwt.	0	1	6	0	0	6	0	1	0
6	Cartridges, loaded, safety ..	Package	0	1	6	0	0	6	0	1	0
7	Coir ..	Bale	0	4	0	0	2	0	0	1	0
8	Cotton ..	Package	0	4	0	0	2	0	0	1	0
9	Cotton fly ..	Bale	0	4	0	0	2	0	0	1	0
10	Crackers of all kinds.	Package	0	1	6	0	0	6	0	1	0
11	Fibres of all kinds .	Bale	0	4	0	0	2	0	0	1	0
12	Flax ..	,,	0	4	0	0	2	0	0	1	0
13	Grasses of all kinds	,,	0	4	0	0	2	0	0	1	0
14	Hemp ..	,,	0	4	0	0	2	0	0	1	0
15	Jute ..	,,	0	4	0	0	2	0	0	1	0
16	Lampblack ..	Cwt.	0	1	6	0	0	6	0	1	0
17	Matches ..	Package	0	4	0	0	2	0	0	2	0
18	Oils, mineral, in casks ..	Ton	1	8	0	0	8	0	0	2	0
19	Oils, vegetable, in casks ..	,,	1	8	0	0	8	0	0	2	0
20	Oils, in tins, drums, cases ..	Per 10 Imp. gallons.	0	2	6	0	1	6	0	1	0
21	Oil of vitriol ..	Package	0	2	6	0	1	6	0	1	0
22	Paints, oil ..	Ton	1	8	0	0	8	0	0	2	0
23	Percussion caps ..	Package	0	1	6	0	0	6	0	1	0
24	Pitch and dammer ..	Ton	1	8	0	0	8	0	0	2	0
25	Rhea ..	Bale	0	4	0	0	2	0	0	1	0
26	Rosin ..	Ton	1	8	0	0	8	0	0	2	0

Item.	Description of Goods.	How charged.	Removal.			Storage.			Rent per week.		
			Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
27	Sulphur ..	Ton ..	1	8	0	0	8	0	0	2	0
28	Tallow & Stearine..	,, ..	1	8	0	0	8	0	0	2	0
29	Tar ..	,, ..	1	8	0	0	8	0	0	2	0
30	Turpentine ..	Per 10 Imp. gallons.	0	1	6	0	0	6	0	1	0
31	Varnish ..	,, ..	0	1	6	0	0	6	0	1	0
32	Waste ..	Bale ..	0	4	0	0	2	0	0	1	0
33	All goods not enumerated ..	Package..	0	4	0	0	2	0	0	1	0

E—Storage Charges on goods removed to Docks Sale Warehouse, Alexandra Dock, under Section 64 of the Bombay Port Trust Act, 1879.

Description of Goods.	How Charged.	Removal and Storage.			Rent per week or part of a week.		
		Rs.	a.	p.	Rs.	a.	p.
Ale, beer, porter and cider in wood	H'hds ..	0	13	0	0	12	0
Ale, beer, porter and cider in cases.	1 doz. qts. or 2 doz. pts.	0	1	3	0	1	4
Almonds	Ton ..	1	10	6	1	8	0
Apparel	Cub. ft. ..	0	1	3	0	0	8
Boots and shoes	,, ..	0	1	3	0	0	8
Cigarettes	,, ..	0	0	8	0	0	8
Coffee	Ton ..	1	10	6	0	8	0
Copper sheets	,, ..	1	10	6	1	0	0
Dyes	Cub. ft. ..	0	0	8	0	0	8

Description of Goods.	How Charged.	Removal and Storage.			Rent per week or part of a week.		
		Rs.	a.	p.	Rs.	a.	p.
Electroplated ware	Cub. ft. ..	0	0	8	0	0	8
Eau-de Cologne	Package of 50 doz.	0	8	6	0	8	0
Do.	Package of 25 doz.	0	4	3	0	4	0
Firearms	Each ..	0	4	0	0	8	0
Glassware and earthenware ..	Cub. ft. ..	0	0	8	0	0	8
Gunnies	Bale ..	0	6	9	0	8	0
Hardware	Ton ..	1	10	6	1	8	0
Iron, including corrugated sheets, loose or in cases, iron and steel bars and bundles.	,, ..	1	10	6	1	0	0
Jewellery	Package ..	1	2	0	2	0	0
Machinery	Ton ..	1	10	6	2	0	0
Motor cars	,, ..	1	10	6	2	0	0
Newspapers, old, in bales ..	,, ..	0	1	3	0	1	4
Oilmanstores	Cub. ft. ..	0	0	8	0	0	8
Paper, in bales or cases, including wall paper and strawboards.	,, ..	0	1	3	0	1	4
Piece-goods, cotton, packages up to 15 c. ft.	Package ..	0	3	6	0	4	0
Piece-goods, cotton, packages over 15 c. ft.	Cub. ft. ..	0	0	4	0	0	8
Piece-goods, woollen and silk, packages up to 15 c. ft.	Package ..	0	7	0	0	8	0
Piece-goods, woollen and silk, packages over 15 c. ft.	Cub. ft ..	0	0	8	0	1	4
Silk, raw	Package ..	0	6	9	0	12	0
Silver, bullion or specie ..	,, ..	0	8	6	1	0	0
Soap, bar	,, ..	0	2	3	0	4	0
Soap, toilet	,, ..	0	4	6	0	8	0
Spirits, including methylated spirits, liquors and wines, in wood.	Imp.gallon.	0	0	8	0	0	4
Spirits, including methylated spirits, liquors and wines, in cases	1doz.qts. or 2doz. pts.	0	1	3	0	1	4

Description of Goods.	How Charged.	Removal and Storage.			Rent per week or part of a week.		
		Rs.	a.	p.	Rs.	a.	p.
Stationery	Cub. ft. ..	0	0	8	0	0	8
Sugar	Ton. ..	1	10	6	0	6	0
Tea	Chest ..	0	8	6	0	4	0
Tobacco	Cwt. ..	0	3	3	0	3	0
Yellow metal	Ton ..	1	10	6	1	0	0
Zinc sheets	,, ..	1	10	6	1	0	0
Unenumerated Goods :—							
(*a*) Packed in casks	Each ..	0	13	0	1	0	0
(*b*) ,, in crates	,, ..	0	8	6	0	12	0
(*c*) ,, in cases, bundles or bales.	,, ..	0	6	9	0	8	0
(*d*) ,, in drums and kegs	,, ..	0	4	3	0	4	0
(*e*) ,, in bags	,, ..	0	2	3	0	4	0
(*f*) Heavy goods chargeable by weight.	Ton ..	1	10	6	2	0	0
(*g*) Goods chargeable on measurement.	Cub. ft. ..	0	1	3	0	0	8

.. Five days free of rent will be allowed for delivery after sale of goods by auction, thereafter the above rates will be levied.

SECTION IV.

Docks Dues on Vessels.

Dock Dues.—Chargeable against Masters, Owners or Agents of vessels in addition to charges on goods.—

(*a*) On steam and square-rigged vessels berthed inside the Docks or at the East Harbour Wall of the Docks—

(1) For every vessel under 1,500 tons, a charge of 1½ pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 30.

(2) For every vessel of 1,500 tons and upwards, a charge of 2 pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 50.

Provided that a vessel berthed at the East Harbour Wall of the Dock lands or embarks passengers only, a fixed charge of Rs. 25 will be made for each day or part of a day.

(*b*) On steam and square-rigged vessels berthed at the Alexandra Dock Station—

For every vessel a charge of 4 pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 100.

Note.—The above charge will *not* apply to Government hired transports embarking and disembarking troops at the Ballard Pier station.

(*c*) On every boat, barge and country craft (not square-rigged) entering the Docks—

A charge of Re. 1 per day or part of a day.

(*d*) On vessels berthed inside the Docks or at the East Harbour Wall of the Docks undergoing repairs and not working cargo—

(1) For vessels under 250 ft. in length, Rs. 25 per diem

(2) „ „ over 250 ft. & under 400 ft. „ „ 50 „

(3) „ „ over 400 ft. „ „ 75 „

Notes.—(*i*) Vessels will not be charged for Sundays of the Holidays enumerated in By-law No. 106 if no work is done.

(*ii*) The day that a vessel enters and the day she leaves the Docks or the East Harbour Wall of the Docks shall be counted as one day

(*e*) Vessels undergoing repairs, or otherwise preventing the usual working use of any berth inside the Docks or at the Harbour Wall may be required to pay special charges as under :—

(1) After expiry of such period of occupation at repairing rates as the Docks Manager may decide, a charge which may extend to Rs. 200 per day or part of a day at the discretion of the Docks Manager.

(2) After expiry of such period of occupation at repairing rates as the Board may decide, a charge which may extend to Rs. 500 per day or part of a day at the discretion of the Board.

SECTION V.

Night, Holiday and Sunday Work Charges.

A.—Charges against *Masters, Owners or Agents of vessels* in respect of every vessel permitted to work cargo within the Docks or at the East Harbour Wall of the Docks to and from shore or overside.

Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.	On holidays as enumerated under Docks By-law 106.		At any time between midnight on Saturday and midnight on Sunday.
		Per day.	Per half-day	
Rs.	Rs.	Rs.	Rs.	Rs.
50	25	50	25	200

EXCEPTION.—Vessels berthed at the East Harbour Wall of the Docks will be permitted to work cargo overside into or from boats at any time between midnight on Saturday and midnight on Sunday at a charge of Rs. 10 *only. This exception also applies to bulk oil vessels pumping oil into Trustees' Oil Pipe.*

B.—Charges against *Masters, Owners or Agents of vessels* for Port Trust labour supplied at night in respect of every vessel permitted to work, *viz* :—

(*a*) Annas 6 per labourer per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.

(*b*) Annas 3 per labourer per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.

C.—Charges against *Importers and Shippers of cargo or Masters, Owners or Agents of vessels* in respect of which Dock Gate opened and each vessel permitted to work and receiving or delivering cargo out of Docks working hours.

Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.	On holidays as enumerated under Docks By-law 106.		From 8 A.M. to 6 P.M. on Sundays.
		Per day.	Per half day.	
Rs.	Rs. a.	Rs.	Rs. a	Rs.
25	12 8	25	12 8	25

Notes.—(*i*) When a vessel is not working and it is necessary to keep a Dock shed open for the receipt and delivery of cargo or for any other reason, an additional charge of Rs. 30 per night or Rs. 15 per half night will be levied.

(*ii*) The Docks Manager has authority to give special permission to vessels to work the whole night till 6 A.M. and in such cases the following charges in addition to those mentioned under Clauses A, B and C of this Section will be levied in respect of work done from 3-30 A.M. to 6 A.M.—

(*a*) Rs. 25 in respect of each vessel working.

(*b*) Annas 3 per labourer for labour supplied in respect of each vessel permitted to work.

(*c*) Rs. 12-8-0 in respect of each Dock gate opened and each vessel permitted to work.

SECTION VI.

Cranage Charges.

A.—Charges against *Masters, Owners or Agents of vessels* in respect to cranes requisitioned and supplied for the loading or unloading of vessels.

(*a*) *Ordinary cargo cranes*—(30-35 cwt. and 5 and 6 ton Hydraulic cranes).

Per day from 8 A.M. to 6 P.M. or sunset.	Per half day from 8 A.M. to 12-30 P.M. or 1-30 P.M. to 6 P. M.	Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P.M. to midnight to 3-30 A.M.
Rs. 9 each.	Rs. 6 each.	Rs. 9 each.	Rs. 6 each.

Note.—For cranes requisitioned and supplied for vessels working the whole night till 6 A.M. with the special permission of the Docks Manager, a charge of Rs. 6 per crane in respect of the period, 3-30 A.M. to 6 A.M. will be levied in addition to the above rates.

Conditions under which cranes are supplied :—

(1) Requisitions for cranes must be made out in counter-foil on the prescribed book forms which are supplied to Shed Superintendents and must be signed by the Officer on duty when the vessel is in Dock.

(2) A minimum charge for half day or night will be made in respect of cranes requisitioned and supplied but not required or utilised.

(3) Requisitions for cranes for the night or following day must be submitted to the Shed Superintendents by 4-30 P.M.

(4) Cancelling orders in respect of cranes requisitioned for the whole day or night must be submitted at least one hour before the expiration of the half day or night when the cranes are not required for more than the first half of the day or night.

(5) When cranes requisitioned for the half day or night are required for the whole day or night, fresh requisitions must be submitted at least 2 hours before the expiration of the half day or night.

(*b*) 30 *and* 100-*ton cranes*—

					Per ton or part. Rs. a. p.
For weights over	1½	tons but not exceeding	4	tons	2 0 0
,,	4	,,	8	,,	3 0 0
,,	8	,,	15	,,	4 0 0
,,	15	,,	30	,,	5 0 0
,,	30	,,	100	,,	6 0 0

Notes.—(*i*) A minimum charge of Rs. 20 will be levied for the use of the 30 or 100-ton crane.

(*ii*) When the 30 or 100-ton crane is requisitioned, but not utilised, a charge of Rs. 20 will be made unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

(*iii*) A charge of Rs. 20 per hour or part thereof will be levied for detention in excess of one hour, if the 30 or 100-ton crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

(c) *Charges for masting or dismasting ships*—

(1) For sailing ships—

Net registered tonnage of ship.	Main-mast.	Fore-mast.	Mizen-mast.	Bow-sprit.
	Rs.	Rs.	Rs.	Rs.
300 tons but not exceeding 750 tons	50	40	30	20
Exceeding 750 tons but not exceeding 1,000 tons	80	60	50	30
Exceeding 1,000 tons but not exceeding 1,500 tons	110	90	65	45
Exceeding 1,500 tons and over ..	140	110	85	55

(2) For steamers—

A charge of Rs. 10 per each ton or part of a ton will be made in respect of the weight of the mast.

(d) *Miscellaneous*—

(1) If weights are kept suspended beyond a quarter of an hour double rates will be charged. The charge for lifting weights from the hold of a vessel and placing them on decks or for lifting into boats is the same as for placing them on the wharf.

(2) An additional charge of Re. 1 per ton will be levied when packages require to be deposited on the wharf to be afterwards re-lifted by the crane into trucks.

(3) Heavy packages carted into Docks and loaded into railway wagons by Docks cranes for the convenience of the G. I. P. and B. B. & C.I. Railways by special arrangement with the *Docks* Manager will be charged Re. 1 per ton only.

(4) The charges for any exceptional work performed by means of any crane shall be at such rates or for such amounts as may be fixed by the Trustees in each particular case.

B.—Charges against *Importers and Shippers* for the use of the Trustees cranes.

(*a*) 2-ton, 4-ton and 5-ton steam cranes :—

	Per ton or part. Rs. a. p.
For weights not exceeding 3 tons	1 4 0
,, exceeding 3 tons but not exceeding 5 tons	1 8 0

Notes.—(*i*) A minimum charge of Rs. 5 will be levied for the use of the 2, 4 or 5-ton steam cranes.

(*ii*) When the 2, 4 or 5-ton steam crane is requisitioned, but not utilised, a charge of Rs. 5 will be made unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

(*iii*) A charge of Rs. 5 per hour or part thereof will be levied for detention in excess of one hour, if the 2, 4 or 5-ton steam crane is kept idle owing to the lift or lifts not being ready for slinging and such detention to count till the lift is handled.

N.B.—A surtax of 50 per cent. is leviable on the foregoing charges until further orders.

(*b*) 15-ton Steam Crane :—

	Per ton or part. Rs. a. p.
For weights over 1 ton but not exceeding 3 tons	1 4 0
,, 3 tons ,, 5 ,,	1 8 0
,, 5 ,, ,, 8 ,,	1 12 0
,, 8 ,, ,, 12 ,,	2 0 0
,, 12 ,, ,, 15 ,,	2 8 0

NOTES.—(*i*) A minimum charge of Rs. 7-8-0 will be levied for the use of the 15-ton Steam Crane.

(*ii*) When the 15-ton Steam Crane is requisitioned, but not utilised, a charge of Rs. 7-8-0 will be made unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

(*iii*) A charge of Rs. 7-8-0 per hour or part thereof will be levied for detention in excess of one hour if the crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

N.B.—A surtax of 50 per cent. is leviable on the foregoing rates until further orders.

C.—Charges against Masters, Owners or Agents of Vessels or Importers or Shippers for the use of the Trustees' 60-ton Floating Crane "Sarus."

For weights over 1½ tons, but not exceeding 4 tons, ...	Rs. 3-0 per ton
For weights over 4 tons, but not exceeding 8 tons, ...	Rs. 4-8 per ton
For weights over 8 tons, but not exceeding 15 tons, ...	Rs. 6-0 per ton
For weights over 15 tons, but not exceeding 30 tons, ...	Rs. 9-0 per ton
For weights over 30 tons, but not exceeding 6 tons, ...	Rs. 12-0 per ton

Notes.—(*i*) A minimum charge of Rs. 30 will be levied for the use of the Floating Crane.

(*ii*) When the Floating Crane is requisitioned, but not utilised, a charge of Rs. 30 will be made, unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

(*iii*) Lifts discharged on the wharf for subsequent relifting will be charged for separately at the above rates for each operation.

(*iv*) A charge of Rs. 10 per hour or part thereof will be levied for detention, if the Crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

CONDITIONS :—

(1) Requisitions for the Floating Crane must be made out in counterfoil on the prescribed book forms obtainable at the office of the Deputy Docks Managers, and must be signed by the Officer on duty, when the vessels is in Dock, or by the Importer or Shipper's representative. Such requisitions must be submitted a clear 24 hours in advance of the time the Crane is required, except when a vessel is working heavy lifts more or less continuously.

(2) Ordinarily, the Floating Crane will be supplied according to priority in requisitioning, but the Docks Manager may deviate from the rule, if, in his opinion, circumstances justify such action.

(3) The discharge or loading of lifts from or into vessels will be performed under the directions of the Stevedores employed on the vessel. All other handling of lifts will be performed under the supervision of the Docks Chief Inspectors.

(4) The Engineer-in-Charge of the "Sarus" may refuse to work the Crane, if in his opinion, safe and proper precautions are not being taken.

(5) Lifts must be placed in such a position either on vessels or on shore that the head of the jib can be swung vertically above the said lifts, which must also be clear of all other cargo.

(6) The charges for any exceptional work performed by means of the Floating Crane shall be at such rates or for such amounts as may be fixed by the Trustees in each particular case.

SECTION VII.

Charges on Transhipment and Damaged Goods.

A.—TRANSHIPMENT GOODS.

Charges against *Importers of Masters, Owners or Agents* of vessels in respect of cargo for transhipment whether landed at the Wet Docks or transhipped overside from vessel to vessel in Docks—

(1)	Cargo landed on and shipped from the wharf.	5 free days. I wharfge as per Section I or II as the case may be.
(2)	Cargo landed on the wharf and loaded into boats for subsequent shipment—	
	(*a*) by Port Trust labour.	5 free days. I wharfage as per Section I or II as the case may be,
	(*b*) by shippers' own labour.	5 free days. ¾ wharfage as per Section I or II as the case may be.
(3)	Cargo discharged overside into boats in Docks and shipped overside in Docks (ship to ship).	⅓rd wharfage as per Section I or II as the case may be.
(4)	Cargo discharged overside into boats in Docks and landed on the wharf—	
	(*a*) by Port Trust labour.	5 free days. I wharfage as per Section I or II as the case may be.
	(*b*) by shippers' own labour and shipped from the wharf.	5 free days. ¾ wharfage as per Section I or II as the case may be.

(5)	Cargo landed at the Bunders and shipped in Docks from the wharf or landed in Docks and shipped from the Bunders.	5 free days. ½ wharfage as per Section I or II as the case may be.
(6)	Specie landed and shipped from the Docks or landed in the Docks and shipped from the Bunders or in the stream and *vice versa*.	⅓rd wharfage as per Section I or II as the case may be.

N.B.—The application of wharfage rates under Section I or II will be determined by the Port of origin.

Notes.—(*i*) Carting of transhipment cargo within Dock limits will be undertaken by special arrangement with the Docks Manager at rates fixed by the Trustees and notified from time to time.

(*ii*) On the expiry of the 5 free days storage charges will be levied under Section III A, but the Docks Manager may make special arrangements for the levy of reduced storage charges, on transhipment cargoes, whether allowed to remain in transit sheds and yards or stored temporarily in storage sheds or open spaces. Such arrangements shall in each case be subject to confirmation by the Trustees.

(*iii*) Transhipment goods discharged into boats and taken out of Docks to vessels in the stream or discharged by vessels in the stream and brought into Docks for shipment overside will be charged overside charges under Section VIII.

B—Damaged Goods.

Cargo landed from vessels loading in Docks owing to fire or other accidental cause and reshipped or from vessels returned to Port by reason of the same causes or stress of weather.	Full Import and half Export wharfage as per Section I.

Notes.—(*i*) In cases where such cargoes are landed on Sundays or Holidays enumerated in By-law No. 106 by reason of *necessity*, actual out of-pocket expenses in lieu of Sunday or Holidays work fees under Section V, Items A and B, will be lieved in addition to the above rates.

(*ii*) Burst bale cargo re-landed in course of shipment for repacking will not be charged a second wharfage fee.

SECTION VIII.

Overside Charges.

Charges against *Masters, Owners or Agents of vessels or Importers or Shippers* in respect of cargo discharged or shipped overside in Docks.

(*a*)	Import goods delivered from vessels in Docks into lighters alongside for removal out of Docks.	⅓rd wharfage as per Section I or II as the case may be.
(*b*)	Export goods taken on board vessels in Docks from lighters alongside.	Do. do.
(*c*)	Transhipment goods discharged overside into lighters and taken out of Docks to vessels in the stream or discharged by vessels in the stream and brought into Docks for shipment overside.	⅓rd wharfage as per Section I or II as the case may be.
(*d*)	Ships' stores and coal for consumption on board the vessels to which they are taken and shipped overside from boats alongside.	Free.

(*e*)	Ballast discharged or shipped overside in Docks for removal to or after removal from a Port Trust Bunder where the usual wharfage charges are payable.	⅓rd wharfage as per Section I or II as the case may be.

			Rs.	a.	p.
(*f*)	Ballast discharged or shipped overside in Docks for removal to, or after removal from, Bunders not belonging to the Port Trust.	Boat under 25 tons burden	1	0	0
		Boat over 25 and up to 50 tons burden ..	2	0	0
		Boat over 50 tons burden	2	8	0

SECTION IX.

Weighment Charges.

Charges against *Importers and Shippers or Masters, Owners or Agents of vessels* for weighing goods in Docks.

(*a*) Goods weighed on Port Trust scales when labour is not supplied, including cost of Weighment Certificate of total weight, if required.	Rs. 3-0-0 per consignment per day, including attendance of clerk.
(*b*) Goods weighed on Port Trust or private scales, when labour is not supplied and Weighment Certificate is not required.	Re. 1-0-0 per day per scale.
(*c*) Goods weighed on Docks Weigh Bridges—	
(1) For 16 tons or under	Re. 1-0-0.
(2) For every additional ton or part of a ton.	Re. 0-0-6 per ton.
EXCEPTION.—Managanese Ore, provided the whole shipment is weighed.	Re. 0-0-4 *per ton.*
(*d*) For weighment of goods when labour is supplied by Trustees.	Rs. 0-6-0 per ton.
(*e*) Certificate of details of weight.	Re. 1-0-0 per sheet.
(*f*) Certificate of total weight only.	Re. 1-0-0 each.

SECTION X.

Sundries.

A.—Charges against *Importers and Shippers of cargo or Masters, Owners or Agents of vessels* in respect of—

(*a*) *The use and hire of Docks Plant and Gear*—

		Per day or part of a day. Rs. a. p.
"A" class four-wheeled trucks capacity 20–30 tons	each	12 0 0
Wooden trucks for motors ..	,,	10 0 0
"B" class wooden trucks, capacity 15 tons ..	,,	6 0 0
"C" do. 10 ,, ..	,,	4 0 0
"D" do. 5 ,, ..	,,	2 0 0
Hand barrows	,,	0 8 0
Iron trays	,,	1 0 0
Skids for loading and unloading casks	,,	0 8 0
Skids used as guards	,,	1 0 0
Wooden sleepers	,,	0 8 0
Tripod scales with weights ..	,,	1 0 0
Floating stages	,,	2 0 0
Docks shoots	,,	1 0 0
Iron tubs	,,	1 0 0
Hand lamps	,,	0 8 0
Kitson, Washington and similar lamps	,,	2 8 0
Shackles	,,	0 8 0
Slings, capacity 3 tons ..	,,	1 0 0
,, ,, 5 ,, ..	,,	1 8 0
,, ,, 10 ,, ..	,,	2 0 0
,, ,, 20 ,, ..	,,	4 0 0
,, ,, 30 ,, ..	,,	6 0 0
,, ,, 40 ,, ..	,,	8 0 0
,, ,, 50 ,, ..	,,	10 0 0

To be used at risk of hirers.

	Rs. a. p.
Trustees' tramway plant for shipping ore, ballast, coal, etc., per ton shipped .	0 2 6
Gear, not otherwise enumerated	At rates to be fixed from time to time by the Docks Manager.

Note—(*i*) All gear, except manganese ore carts, requisitioned for use or hire will be charged for up to the time returned to Stores Depot.

(*ii*) Trustees' manganese ore carts may be requisitioned for use *free of charge*, but a charge of Re. 1 per day will be levied in respect of every cart not returned to Stores Depot when not in use.

(*iii*) For the use of hand barrows and four-wheeled trucks at the Ballard Pier Station an inclusive charge of Rs. 10 per vessel per day will be made.

Transport wagons or traction engines per whole	day or night			At rates to be fixed from time to time by the Docks Manager.
,,	,,	,,	,, half ,,	
,,	,,	,,	,, 3 hours.	
,,	,,	,,	,, 2 ,,	
,,	,,	,,	,, hour.	

Portable flushing engine, if available.

(*b*) *Sorting cargo*—

Bag cargo only	Re. 0 4	0 per ton. (plus 50. per cent. surtax).
Iron, as specified under Section I, Item 46*c*, and timber, case goods, &c. ..	0 12	0 per ton.

(*c*) *Hamalage*—

On goods, the cost of handling of which has not been included in the rates levied in this Schedule—

Import	.. .. ..	Re. 0	4	0 per ton.
Export	.. .. ..	,, 0	4	0 ,, ,,

(*d*) *Copies of chappas or bills* .. ... ,, 0 4 0 each.

A1.—Charges against Masters, Agents or Owners of vessels in respect of the hire of Tank Barges:—

Tank Barge for discharge of ballast water containing oil in terms of Docks By-law No. 34—	
Per day from 8 a.m. to 6 p.m.	Rs. 250
Per half day from 8 a.m. to 12-30 p.m. or from 1-30 p.m. to 6 p.m.	,, 125
On Sundays and holidays enumerated in Docks By-law No. 106 or for any time outside the above hours a charge in addition to the above will be levied per hour or part of an hour, of ..	,, 35

Conditions.

(1) Requisition in writing for a Tank Barge must be submitted to the Docks Manager not less than 12 hours before the time at which the Tank Barge is required.

(2) All oil contained in the ballast water will become the absolute property of the Trustees.

B.—Charges against *Masters, Owners or Agents of vessels* in respect of—

(*a*)	*Fresh water* supplied to shipping.	Rs. 1 8 0 per 1,000 gallons.
(*b*)	*Removal of rubbish* deposited in Docks, subject to the provisions of Docks By-law No. 32.	At rates per cart of 16 cwts., fixed from time to time by the Docks Manager.

C.—Charges against *Importers or Shippers* in respect of *Unloading* of carts, lorries, trucks, &c.

(*a*) *Unloading*..One anna per 16 cwts. or part thereof.

Notes.—(*i*) The Docks Manager has discretionary power to allow consignees or shippers to unload carts.

(*ii*) Heavy articles of machinery brought by trucks will be unloaded at the option of the Docks Manager at rates to be arranged.

(*iii*) Manganese ore in bulk will be unloaded free.

(*b*) *Opening packages*—

(1) Carriages, motor cars and aeroplanes	Re.	0	8	0	per package.
(2) Machinery	,,	0	4	0	,,
(3) Mouldings	,,	0	4	0	,,
(4) Pianos and harmoniums	,,	0	4	0	,,
(5) Packages of other kinds	,,	0	1	0	,,

Note.—Opening of casks or cases of wines, spirits and similar goods will not be undertaken.

(*c*) *Repacking goods* by owners, etc., labour Re. 0 0 6 per package on the original number handled.

(*d*) *Certificates*—

(1) Of measurement	Re.	1	0	0	each.
(2) Of details of measurement.	,,	1	0	0	per sheet.
(3) Of goods alongside for shipment	,,	1	0	0	each.

(*e*) *Escorting fees* for goods removed from Docks to Docks or Apollo Bonded Warehouses, provided the goods are imported by one vessel and are bonded under one Bond Number and the relative Bills of Entry are presented all together and the goods removed under one escort .. .. ,, 1 0 0

(*f*) In all other cases .. .. ,, 1 0 0 per escort.

SECTION XI.

Dry Docks Charges.

Charges against *Masters, Owners and Agents of vessels* for the use of the Trustees' Dry Docks, including charges for docking, shoring and undocking.

(*a*) Charge for the first 24 hours of occupation.

NOTE.—The 1st period of 24 hours counts from the time the entrance caisson is placed in position after the vessel has entered. The period of occupation ends when the vessel has cleared the Dock entrance when leaving. In order to cover trivial delays in undocking a vessel, fifteen minutes' grace, after the expiry of any period is allowed, and will not be charged for.

Gross registered tonnage of vessels.	Tons.	Amount. Rs.	a.	p.	
Not exceeding	1,000	600	0	0	minimum.
Exceeding					
1,000 but not exceeding	1,050	639	13	0	
1,050 ,, ,,	1,100	670	5	0	
1,100 ,, ,,	1,150	700	12	0	
1,150 ,, ,,	1,200	731	4	0	
1,200 ,, ,,	1,250	761	11	0	
1,250 ,, ,,	1,300	792	3	0	
1,300 ,, ,,	1,350	822	10	0	
1,350 ,, ,,	1,400	853	2	0	
1,400 ,, ,,	1,450	883	9	0	
1,450 ,, ,,	1,500	914	1	0	
1,500 ,, ,,	1,550	944	8	0	
1,550 ,, ,,	1,600	975	0	0	
1,600 ,, ,,	1,650	1,005	7	0	
1,650 ,, ,,	1,700	1,035	15	0	
1,700 ,, ,,	1,750	1,066	6	0	
1,750 ,, ,,	1,800	1,096	14	0	
1,800 ,, ,,	1,850	1,127	5	0	
1,850 ,, ,,	1,900	1,157	13	0	
1,900 ,, ,,	1,950	1,118	4	0	
1,950 ,, ,,	2,000	1,218	12	0	
2,000 ,, ,,	2,050	1,228	2	0	

Gross registered tonnage of vessels.			Tons.	Amount. Rs.	a.	p.
Exceeding						
2,050	but not	exceeding	2,100	1,237	8	0
2,100	,,	,,	2,150	1,246	14	0
2,150	,,	,,	2,200	1,256	4	0
2,200	,,	,,	2,250	1,265	10	0
2,250	,,	,,	2,300	1,275	0	0
2,300	,,	,,	2,350	1,284	6	0
2,350	,,	,,	2,400	1,293	12	0
2,400	,,	,,	2,450	1,303	2	0
2,450	,,	,,	2,500	1,312	8	0
2,500	,,	,,	2,550	1,321	14	0
2,550	,,	,,	2,600	1,331	4	0
2,600	,,	,,	2,650	1,340	10	0
2,650	,,	,,	2,700	1,350	0	0
2,700	,,	,,	2,750	1,359	6	0
2,750	,,	,,	2,800	1,368	12	0
2,800	,,	,,	2,850	1,378	2	0
2,850	,,	,,	2,900	1,387	8	0
2,900	,,	,,	2,950	1,396	14	0
2,950	,,	,,	3,000	1,406	4	0
3,000	,,	,,	3,050	1,413	12	0
3,050	,,	,,	3,100	1,421	4	0
3,100	,,	,,	3,150	1,428	12	0
3,150	,,	,,	3,200	1,436	4	0
3,200	,,	,,	3,250	1,443	12	0
3,250	,,	,,	3,300	1,451	4	0
3,300	,,	,,	3,350	1,458	12	0
3,350	,,	,,	3,400	1,466	4	0
3,400	,,	,,	3,450	1,473	12	0
3,450	,,	,,	3,500	1,481	4	0
3,500	,,	,,	3,550	1,488	12	0
3,550	,,	,,	3,600	1,496	4	0
3,600	,,	,,	3,650	1,503	12	0
3,650	,,	,,	3,700	1,511	4	0

Gross registered tonnage of vessels.			Tons.	Amount. Rs.	a.	p.
Exceeding						
3,700	but not exceeding		3,750	1,518	12	0
3,750	,,	,,	3,800	1,526	4	0
3,800	,,	,,	3,850	1,533	12	0
3,850	,,	,,	3,900	1,541	4	0
3,900	,,	,,	3,950	1,548	12	0
3,950	,,	,,	4,000	1,556	4	0
4,000	,,	,,	4,050	1,563	12	0
4,050	,,	,,	4,100	1,571	4	0
4,100	,,	,,	4,150	1,578	12	0
4,150	,,	,,	4,200	1,586	4	0
4,200	,,	,,	4,250	1,593	12	0
4,250	,,	,,	4,300	1,601	4	0
4,300	,,	,,	4,350	1,608	12	0
4,350	,,	,,	4,400	1,616	4	0
4,400	,,	,,	4,450	1,623	12	0
4,450	,,	,,	4,500	1,631	4	0
4,500	,,	,,	4,550	1,638	12	0
4,550	,,	,,	4,600	1,646	4	0
4,600	,,	,,	4,650	1,653	12	0
4,650	,,	,,	4,700	1,661	4	0
4,700	,,	,,	4,750	1,668	12	0
4,750	,,	,,	4,800	1,676	4	0
4,800	,,	,,	4,850	1,683	12	0
4,850	,,	,,	4,900	1,691	4	0
4,900	,,	,,	4,950	1,698	12	0
4,950	,,	,,	5,000	1,706	4	0
5,000	,,	,,	5,050	1,713	12	0
5,050	,,	,,	5,100	1,721	4	0
5,100	,,	,,	5,150	1,728	12	0
5,150	,,	,,	5,200	1,736	4	0
5,200	,,	,,	5,250	1,743	12	0
5,250	,,	,,	5,300	1,751	4	0
5,300	,,	,,	5,350	1,758	12	0

Gross registered tonnage of vessels.			Tons.	Amount. Rs.	a.	p.
Exceeding						
5,350	but not	exceeding	5,400	1,766	4	0
5,400	,,	,,	5,450	1,773	12	0
5,450	,,	,,	5,500	1,781	4	0
5,500	,,	,,	5,550	1,788	12	0
5,550	,,	,,	5,600	1,796	4	0
5,600	,,	,,	5,650	1,803	12	0
5,650	,,	,,	5,700	1,811	4	0
5,700	,,	,,	5,750	1,818	12	0
5,750	,,	,,	5,800	1,826	4	0
5,800	,,	,,	5,850	1,833	12	0
5,850	,,	,,	5,900	1,841	4	0
5,900	,,	,,	5,950	1,848	12	0
5,950	,,	,,	6,000	1,856	4	0
6,000	,,	,,	6,050	1,863	12	0
6,050	,,	,,	6,100	1,871	4	0
6,100	,,	,,	6,150	1,878	12	0
6,150	,,	,,	6,200	1,886	4	0
6,200	,,	,,	6,250	1,893	12	0
6,250	,,	,,	6,300	1,901	4	0
6,300	,,	,,	6,350	1,908	12	0
6,350	,,	,,	6,400	1,916	4	0
6,400	,,	,,	6,450	1,923	12	0
6,450	,,	,,	6,500	1,931	4	0
6,500	,,	,,	6,550	1,938	12	0
6,550	,,	,,	6,600	1,946	4	0
6,600	,,	,,	6,650	1,953	12	0
6,650	,,	,,	6,700	1,961	4	0
6,700	,,	,,	6,750	1,968	12	0
6,750	,,	,,	6,800	1,976	4	0
6,800	,,	,,	6,850	1,983	12	0
6,850	,,	,,	6,900	1,991	4	0
6,900	,,	,,	6,950	1,998	12	0
6,950	,,	,,	7,000	2,006	4	0

For every 50 tons or part of 50 tons in excess of 7,000 tons. Rs. 7-8-0.

(*b*) *For occupation from after the first 24 hours up to the 8th day inclusive*—

For every 6 hours or part thereof .. .. Rs. 75-0-0

(*c*) *For occupation from the 9th day to the 20th day inclusive*—

For every 6 hours or part thereof .. .. Rs. 112-8-0

(*d*) *For occupation beyond the 20th day.* The Trustees reserve to themselves the right to increase the daily charge to any amount not exceeding Rs. 750.

(*e*) *For docking or undocking on Sundays or holidays enumerated in Docks By-law No.* 106—

(1) Docking, per vessel .. Rs. 100-0-0 in addition to the rates mentioned above plus actual extra expenses.

(2) Undocking, do. Do. do.

Note.—In cases of genuine emergency such as a vessel being in danger, the extra fees for docking on Sundays and holidays are not leviable.

(*f*) *When two or more vessels are docked together.* The above rates will be levied on the aggregate tonnage of the vessels.

EXCEPTION.—When two or more vessels are docked in the entire length of the Hughes Dry Dock without the caisson being placed in position between them, the ordinary charges as per item (a) et seq. *of this Section will be levied for each vessel separately.*

(*g*) *A vessel engaging the Dock and not using it.* Rs. 450-0-0.

Notes.—(*i*) If the Dock is required for another vessel, a vessel that has already occupied it for 72 hours must immediately vacate or pay a fresh fee calculated

according to the Table on her gross tonnage for the first 24 hours, for every 24 hours or part thereof that she remains in occupation.

(*ii*) If for any reason a vessel occupying the outer compartment of the Hughes Dry Dock is not ready to undock on expiry of the period for which she was regulated and thereby causes detention to the vessel occupying the inner compartment the Docks Manager may, with the sanction of the Chairman, recover from the former vessel in addition to the ordinary charges leviable, all Port Trust charges incurred by the vessel in the inner compartment during the period of detention.

(*iii*) When work of scraping, painting or repairs is actually done on vessels in Dock on Sundays or holidays, the usual charges will be made according to the period of occupation, otherwise Sundays and authorised holidays will be allowed free.

(*iv*) For cleaning a Dock and removing rubbish, a charge of Rs. 20-0-0 will be made against the license, *vide* By-law No. 13.

(*v*) When bilge water is run out into Dock, the cost of deodorising and disinfecting is charged against the Master, etc., of the vessel.

(*vi*) In the case of vessels requiring to undock between 6 P.M. and 10-30 A.M., if the notice of undocking reaches the Docks Manager later than 5 P.M., an extra charge of Rs. 10-0-0 will be levied.

(*vii*) An extra charge is leviable for special blocks required to be led on account of peculiarities in the construction of any vessel.

(*viii*) The Trustees accept no responsibility whatever for any detention to vessels using their Dry Docks.

Bengal Chamber of Commerce.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aniseed, in bags	8	..
Barley	20	..
Bees' Wax	20	..
Betel-nut	20	..
Bones Crushed	20	*50
Bone Meal	20	..
Borax	20	..
Bran	14	..
Bristles	..	50
Bullion	ad val	orem.
Camphor, in cases	..	50
Carbonate of Potash	..	50
Cardamoms, in robbins	8	..
,, ,, boxes	..	50
Carpets	..	50
Cassia, in bags	12	50
Castor Seed	15	..
Chillies (dry), in bags or bundles	8	..
Chiretta, in bundles	..	50
Chrome Ore	20	..
Cloves, in bags	8	..
,, ,, cases	..	50
Coal	20	..
Cochineal	..	50
Coffee, in bags	18	..
Coir, in dholls	10	..
Coke	20	..
Copra	12	..
Copra Cake or Cocoanut Cake	20	..
Copper Ore	20	..
Coriander Seed	12	..
Corundum Ore	20	..
Cotton	..	50
Cotton Seed	14	..
Cowries	20	..
Cummin Seed	8	..
Cutch, in bags	18	..

*At steamer's option.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Cutch, in cases	..	50 not exceeding 20 cwts. gross.
Dates, (wet)	20	..
,, (dry)	16	..
Dholl or Dhal	20	..
Fibres, all sorts	..	50
Garlic and Onions, in bags	12	..
Ginger	16	..
Gram	20	..
Gum, in cases	..	50
Gunnies	20 cwts. gross.	*50
Ganjah	..	50
Hemp in bales	..	50
Hides in bales	..	50
Hide Cuttings in bales	..	50
Hoofs, Cow and Buffalo Horns, and Horn tips, loose	20	..
Hoofs, Cow and Buffalo Horns, and Horn tips, in bags or in bundles	..	50
Horns, deer, in bags or in bundles	..	50
Indigo	..	50
Jute	..	50
Kapok	..	50
Kapok Seed	14	..
Lac, Button, Seed, Stick and Shellac in bags	16	..
Lac, Button Seed, Stick and Shellac in cases	..	50
Lac, Kirie Lac, or Lac Refuse in bags	20	..
Lac Dye in cases	..	50
Lard	20	..
Leather, in cases or bales	..	50
Lentils	20	..
Linseed	20	..
Mace	20	..

*At steamer's option.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.—(*contd.*)

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Manganese	20	..
Mica, Talc in cases	20 cwts. gross.	..
Mother-o'-Pearl, in bags or cases	20 cwts. gross.	..
Mowrah Seed	20	..
Molasses	20 cwts. gross.	..
Munjeet Dye in cases	..	50
Mustard Seed	20	..
Myrabollams, whole or crushed	20	..
Niger Seed	20	..
Nux Vomica seed	16	..
Nutmegs, in cases	..	50
Oats	16	..
Oil, in cases	..	50
,, ,, casks or drums	..	50
Oil, Essential	ad val	orem.
Oil-Seed Cake	20	..
Opium	per	chest.
Paddy	16	..
Peas	20	..
Pepper, Long	12	..
,, Black	14	..
Pig Iron and Pig Lead	20	..
Poppy Seed	20	..
Rattans, for dunnage	20	*50
Red Wood, ,,	20	*50
Red Seed	20	..
Rice	20	..
Rope, in coils or bundles	..	50
Rubber in cases	..	50
Sufflower	..	50
Sal-ammoniac, in bags or boxes	20 gross.	..
Saltpetre	20	..
Salt	20	..
Sapan-wood, for dunnage	20	*50
Senna, in bales	..	50

*At steamer's option.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Silk, raw, in bales	10	..
Silk, in cases or bales	..	50
Silk Chussum	..	50
Silk Waste	..	50
Silk Piece-goods	ad valorem	*50
Silver specie and or value cargo ..	ad valorem	or *50
Skins, in Casks	20 cwts.	gross.
Skins, in bales	..	50
Soap, in bags	15	..
Soap, in cases	..	50
Sugar	20	..
Tallow, in cases or casks	20 cwts.	gross.
Tamarind, in cases or casks	20 cwts.	gross.
Tea	..	50
Tea waste as broken stowage	16	..
Til Seed	20	..
Timber	..	50
Tobacco, in cases or bales	..	50
Turmeric	16	..
Twine in cases	..	50
Wax	20	..
Wheat	20	..
Wolfram	20	..
Wool	..	50

†All unenumerated articles at 50 cubic feet or 20 cwts. gross, at steamers' option. Goods in casks or cases to be calculated at gross weight when paying freight by weight.

Measurement and, when necessary, weighment shall be made by the Bengal Chamber of Commerce, Licensed Measurers' Department, in accordance with their rules, and their certificate shall be final, and freight shall be payable in accordance therewith.

Deadweight.—The term *Deadweight* shall be understood to mean the following articles only—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl and Peas.

*At steamer's option.

Schedule of Commission Charges.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892, *with effect from that date.*

1.	On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin	1 per cent.
2.	On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery	2½ ,,
3.	On purchasing ditto when funds are provided by the Agent	5 ,,
4.	On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges	5 ,,
5.	On returns for Consignments if made in produce	2½ ,,
6.	On returns of Consignments if in Bills, Bullion or Treasure	1 ,,
7.	On accepting Bills against Consignments ..	1 ,,
8.	On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description	2½ ,,
9.	On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ..	½ com.

10. On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. .. .. 2½ per cent.

11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived .. .. .. 2½ ,,

12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money .. 2½ ,,

13. On *del-credere*, or guaranteeing the due realisation of sales .. .. 2½ ,,

14. On the management of Estates for Executors or Administrators .. .. 2½ ,,

15. On chartering ships or engaging tonnage for constitutents for vessels to proceed to out ports for loading .. .. 2½ ,,

16. On advertising as the Agents, for Owners or Commanders of ships, for cabin passengers on the amount of passage money, whether the same shall pass through the Agent's hands or not .. .. 2½ ,,

17. On procuring freight for a ship, by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage, inclusive .. .. 5 ,,

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere upon the gross amount of earnings .. 5 ,,

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file .. .. .. 2½ per cent.

20. On realising inward freight, inward troop, emigrant, or cabin passage money .. .. 2½ ,,

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. .. .. 2½ to 5 ,,

If Opium, Indigo, Raw Silk or Piece-goods .. .. 1¼ to 2½ ,,

If Treasure, Precious Stones, or Jewellery .. ¾ to 1 ,,

22. On effecting Insurances, whether on lives or property .. .. 2½ ,,

23. On settling Insurance claims, losses and averages of all classes and on procuring returns of premium .. .. 2½ ,,

24. On drawing, purchasing, selling or negotiating Bills of Exchange .. .. 1 ,,

25. On debts or other claims when a process-at-law or arbitration is incurred in claiming them .. .. 2½ ,,

Or if recovered by such means .. .. 5 ,,

26. On Bills of Exchange returned dishonoured .. 1 ,,

27. On collecting house-rent .. .. .. 2½ ,,

28. On ships' disbursements .. .. .. 2½ ,,

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* .. .. .. 2½ ,,

30. On granting Letters-of-Credit .. .. 1 per cent.

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another .. ½

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value .. .. ½

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged .. .. .. ½ ,,

☞ *Brokerage when paid is to be separately charged.*

Cochin Chamber of Commerce.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Net
Bees' Wax	Cases	59 Cubic feet
Ditto	Bags	16 Cwts. Net
Betelnut	Do. or Mats	16 ,, ,,
Blackwood	In square Logs	50 Cubic feet
Bone-meal	Bags	20 Cwts. Net
Cane	Gunny Bundles	50 Cubic feet
Cardamoms	Robbins	10 Cwts. Net
Ditto	Bags	10 ,, ,,
Ditto	Cases	50 Cubic feet
Cashew Nuts	Bags	14 Cwts.
Cassia	Bales	800 lbs. Nett } 50
Cinnamon	Do.	800 ,, ,, } Cubic feet.
Castor Meal	Bags	16 Cwts. Net
Ditto	Cases	50 Cubic feet
Citronella Oil	Cases, Drums or Tanks	50 Cubic feet
Cocoanut Oil	Casks	14 Cwts. Net
Coculus Indicus	Robbins	14 ,, ,,
Ditto	Bags	16 ,, ,,
Coffee	Casks	16 ,, ,,
Ditto	Bags	18 ,, ,,
Ditto	Cases	50 Cubic feet
Coir Fenders	Loose	8 Cwts. Net
Coir Yarn & Fibre	Pressed Bales	50 Cubic feet
Ditto	Bundles or Coils	8 Cwts. Net
Ditto	Dholls not exceeding 4 lbs.	10 ,, ,,
Coir Matting	Rolls	50 Cubic feet 4th allowed off for the round.
Coir Rope	Coils	8 Cwts. Net
Coprah	Robbins	10 ,, ,,
Ditto	In Pressed Bales	50 Cubic feet
Ditto	Bulk	10 Cwts. Net

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Coprah	Bags	10 Cwts. Net
Ditto	Bags each cup cut in 4 pieces	12 ,, ,,
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Net
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets	16 Cwts. Net unscrewed.
Cinchona	Bales	50 Cubic feet
Elephants' Teeth	Cases	50 ,, ,,
Ditto	Bundles	18 Cwts. Net
Ditto	Loose	20 ,, ,,
Fish Oil	Casks	14 ,, ,,
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Net
Ditto	Casks	8 ,, ,,
Gingelley Seed	Bags	20 ,, ,,
Groundnuts, shelled.	Do.	16 ,, ,,
Ditto, unshelled	Do.	12 ,, ,,
Gums of all kinds	Cases	50 Cubic feet
Hemp	Screwed Bales	50 ,, ,,
Hides	Unpressed	12 Cwts. Net
Ditto, Green	Do.	20 ,, ,,
Ditto, Dry	Bales	50 Cubic feet
Hoofs	Bags	20 Cwts. Net
Horns, Buffalo and Cow.	Loose	16 ,, ,,
Horns, Deer	Do.	12 ,, ,,
Lemon Grass Oil	Cases, Drums or Tanks	50 Cubic feet
Linseed	Bags	18 Cwts. Net
Mangoes (pickled)	Barrels	14 ,, ,,
Ditto (sliced)	Bags	12 ,, ,,
Marrotti Seed	Do.	15 ,, ,,
Mica	Cases	50 Cubic feet
Myrabollams	Bags	16 Cwts. Net
Nux Vomica	Robbins	14 ,, ,,

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Nux Vomica	Bags	16 Cwts. Net
Nutmegs	Cases	50 Cubic feet.
Oil Seeds	Bags	17 Cwts. Net
Other Oils	Cases, Drums or Tanks.	50 Cubic feet
Palmyra Fibre	Pressed Bales	50 ,, ,,
Ditto	Ballots	50 ,, ,,
Ditto	Bundles	8 Cwts.
Pepper	Bags	16 Cwts. Nett
Ditto	Robbins	14 ,, ,,
Plumbago	Bags or Barrels	20 ,, ,,
Poonac Cake	Bundles or Bales	20 ,, ,,
Ditto	Broken Bags	17 ,, ,,
Rice bran	Bags	20 ,, ,,
Rice	Do.	20 ,, ,,
Rubber Seeds	Do.	8 ,, ,, (ea.54 lbs.)
Saltpetre	Do.	20 Cwts. Nett
Sandalwood or Sapan wood.	Bags or bundles, loose.	13 ,, ,,
Sandalwood, Roots		
Sugar	Bags	20 ,, ,,
Tallow	Casks and Cases	18 ,, ,,
Tea	Chests	50 Cubic feet
Tea Refuse	Bags	17 Cwts. Nett
Timber (all kinds) square Logs or Planks		50 Cubic feet
Ditto Round Logs		50 ,, ,,
Ditto otherwise		20 Cwts. Nett
Turmeric	Bags	14 ,, ,,
Trichy Phosphate	Do.	20 ,, ,,
Wheat	Do.	20 ,, ,,
Ditto	Mooras	18 ,, ,,

Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lbs. gross to be taken as broken stowage at half freight.

Madras Chamber of Commerce.

TONNAGE SCALE.

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	..
Do. in boxes	20	..
Alum	20	..
Aniseed	8	..
Arrowroot, in cases	..	50
Asafœtida, in bags	20	..
Do. in boxes	20	..
Apparel	..	50
Bark, in bags	8	..
Barilla	20	..
Bees' Wax	20	..
Betelnut	18	..
Books	..	50
Borax or Tincal	20	..
Do. in cases	..	50
Brimstone	20	..
Bullion	at per	cent.
Cake Lac, in bags	16	..
Camphor, in cases	..	50
Cardamoms, in robbins	8	..
Do. in boxes	..	50
Do. in bags	10	..
Cassia, all sort	..	50
Castor Seed	15	..
Chillies, in bags	12	..
Chillies, in robbins	14	..
China root, in bags	11	..
Do. in boxes	..	50
Chiretta	..	50
Cigars	..	50
Cloves, in bags	8	..
Do. in chests	..	50
Coals	20	..
Cochineal	..	50
Cofee, in bags	18	..

TONNAGE SCALE—(*contd.*)

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Coffee in robbins and casks	16	..
Do. in cases	17	..
Coir Yarn and Fibre, screwed bales	..	50
Do. in bundles and dholls	10	..
Copra, in bags	12	..
Coriander Seed	12	..
Cotton, in bales	..	50
Do. in Piece-goods	..	50
Cowries	20	..
Cutch, in bags	17	..
Dates, wet	20	..
Do. dry	16	..
Dhall	20	..
Elephants' Teeth, in bulk	16	..
Elephants' Teeth, in cases	..	50
Fenugreek Seed	16	..
Furniture	..	50
Garlic and Onions	12	..
Ginger, in bags or bales	12	..
Do. in cases	..	50
Gingelly Seed	17	..
Gram	20	..
Ground Nuts, in shell	12	..
Do. unshelled	16	..
Gums, in cases, not enumerated	..	50
Gunny Bags	..	50
Do. Cloth	..	50
Ganjah	..	50
Hemp, in bales	..	50
Hides	..	50
Hoofs, Horn Shavings, and Tips	20	..
Horns, Cow, and Buffalo	20	..
Do. Deer	16	..
Indigo	..	50
Jute, in bales	..	50
Lac Dye	..	50
Lard	..	50

TONNAGE SCALE—(*contd.*)

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Linseed	18	
Mace, in cases		50
Machinery	20	
Metals	20	
Myrabollams	17	
Molasses	20	
Mother-o'-Pearl, in bags	20	
Do. chests	20	
Munjeet		50
Mustard Seed	18	
Niger Seed	17	
Nutmegs, in chests		50
Nux Vomica, in bags or cases	16	
Oats	12	
Oil, in cases	20	
Do. in casks	210 Imperial Gallons	
Olibanum	18	
Paddy, in bags	15	
Peas	20	
Pepper, in bags	16	
Planks and Deals		50
Poonac	20	
Poppy Seed	15	
utchuk	10	
Rape Seed	18	
Raw Silk, in bales	10	
Rattans	20	
Redwood (for Dunnage)	20	
Rhea, in bales		50
Rice, in bags	20	
Roping, in coils		50
Do. lines and twines, in bundles	14	
Do. coir, in coils	10	
Rum in casks	210 Imperial Gallons.	
Safflower, in bales		50
Sago, in cases		50
Sal Ammoniac, in bags	15	

TONNAGE SCALE—(*contd*).

Articles.	Cwt. per Ton Net.	Cubic feet per Ton.
Sal Ammoniac in cases	..	50
Saltpetre	20	..
Salt	20	..
Sapan Wood	20	..
Sharks' Fins	16	..
Sealing Wax, in cases	..	50
Seed Lac, in cases	..	50
Do. in bags	16	..
Senna, in bales	..	50
Sarsaparilla	..	50
Shells, rough, in bags	20	..
Shell Lac, in cases	..	50
Do. in bags	16	..
Silk Piece-goods	..	50
Skins	..	50
Soap, country, in cases	..	50
Do. in bags	15	..
Do. in bars	20	..
Stick Lac, in cases	..	50
Do. in bags	16	..
Sugar, including Jaggery, in bags	20	..
Tallow, cases or casks	20	..
Talc	20	..
Tamarind, in cases or casks	20	..
Tapioca	..	50
Tea, in chests	..	50
Timber	..	50
Tobacco, in bales	..	50
Tortoise shell, in chests	..	50
Turmeric, in bags	14	..
Wheat	20	..
Wool, in bales	..	50
All other articles not enumerated, in bales or cases	..	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent, as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjair.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

Karachi Chamber of Commerce.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

The deadweight ton of 2240 lbs. shall be considered as the equivalent of 1016 kilos.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight the same is to be on the net weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall be compelled to take bales larger than 14 feet.

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet	50 feet
Apparel in cases	40 ,,	50 ,,
Arrowroot in cases	40 ,,	50 ,,
Assafœtida, in cases	40 ,,	50 ,,
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 ,,	20 ,,
Barley, in bags	15 ,,	18 ,,
Bees' Wax, in bags	40 feet	50 feet

TONNAGE SCALE—(*contd.*)

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet	50 feet
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and Bone dust	20 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	15 ,, / 17 ,, / 18 ,,	20 cwt.
Bones, loose	8 ,,	10 ,,
Books	40 feet	50 feet
Borax, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
†Bran, in Bags (pressed)	10 ,,	..
Bran, in bags (unpressed)	9 ,,	..
Buffalo horns, in bundles	6 ,,	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet	50 feet
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet	50 feet
Cassia Lignea, Fistula and Buds	40 ,,	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet	50 feet
Cigars	40 ,,	50 ,,
Cinnamon, in bales	....	6 cwt.
Do. in cases	40 feet	50 feet
Cloves, in cases	40 ,,	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coal	20 ,,	20 ,,
Cocoa, in bags	10 ,,	12 ,,
Coculus Indicus, in bags	13 ,,	16 ,,
Coffee, in cases	40 feet	50 feet.
Coffee, in bags or frazils	12 cwt.	16 ,,
Coir, in bales	40 feet	50 feet

* The scale for grades differing from the standards to be settled by private arrangement between shippers and Steamer Agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† Pressed Bran to be understood as not less than 5 mds. (for 28 lbs.) in a bag of 45½ × 25 inches.

TONNAGE SCALE—(*contd.*)

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Coir in bundles or loose	5 cwt.	6 cwt.
Do. Rope in coils	40 feet	8 ,,
Colocynth, in cases	40 ,,	50 feet
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 ,,	12 ,,
Do. in bags	..	12 ,,
Do. cut, in bags	11 cwt.	..
Coral, rough (not specimen), in bags	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Cotton, in bales	40 feet	50 feet
Cowries, in cases	40 feet	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed in cases	40 feet	50 feet
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt,	16 cwt.
*Cylindrical Packages, Rolls, &c. ..	40 feet	..
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags ..	17 ,,	20 ,,
Dragoons' Blood, in cases	40 feet	50 feet
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	..
Fenugreek or Methey Seed	17 ,,	..
Fish Manure (as per sample lodged with the Chamber)	9 ,,	..
Fishmaws (or Isinglass), in cases ..	40 feet	..
Flour	18 cwt.	..
Flour Middlings or Sharps, in bags ..	12 ,,	..

* On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd*).

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Furniture	40 feet	50 feet
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 ,,	16 ,,
Do. in cases	40 feet	50 feet
Ghee, in dubbas or casks	40 ,,	15 cwt.
Ginger, dry, in cases	40 ,,	50 feet
Do. in bags	10 cwt.	12 cwt.
Gram	17 ,,	20 ,,
Groundnuts, shelled	13 ,,	16 ,,
Do. unshelled	6 ,,	8 ,,
Gums, of all kinds, in cases	40 feet	50 feet
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet	50 feet
Hemp, in screwed bales	40 ,,	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed blaes	40 feet	50 feet
Do. loose, and in small bundles	40 ,,	12 cwt.
Horns, Buffalo and Cow, loose ..	13 cwt.	16 ,,
Do. Deer, loose	6 ,,	8 ,,
Horn Tips, of any kind, and hoofs ..	13 ,,	16 ,,
Indigo, in cases	40 feet	50 feet
Iron or Steel Rails	20 cwt.	..
Iron, old or scrap	20 ,,	..
Jackwood	40 feet	50 feet
Jaggery	18 cwt.	..
Jowari, in bags	18 ,,	20 cwt.
Lac Dye, in shells or cases	40 feet	50 feet
Lac (seed) in bags	13 cwt.	..
Lang, in bags	18 ,,	20 cwt.
Lang crushed, in bags	17 ,,	20 ,,
Lentils	20 ,,	20 ,,
Linseed, in bags	16 ,,	18 ,,
Mace, in cases	40 feet	50 feet
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet	50 feet
Do. in bags	16 cwt.	20 cwt.

TONNAGE SCALE—(*contd*).

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 ,,	16 ,,
Munjeet or Madder Root, in cases or bales	40 feet	50 feet
Do. do. in bundles or bags ..	8 cwt.	12 cwt.
Musk, in cases	40 feet	50 feet
Mussor, in bags	20 cwt.	20 cwt.
Mutter	18 ,,	20 ,,
Myrabollams, in bags	13 ,,	16 ,,
Niger Seed	14 ,,	17 ,,
Nutmegs, in cases	40 feet	50 feet
Nux Vomica, in cases	40 ,,	50 ,,
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	feet	210 Impl. gals.
Oil-cake, in cakes or lumps (in bags) .	16 cwt.	..
Oil, Cocoanut	11 ,,	..
Oil Seeds—		
Castor Seed	14 ,,	17 cwt.
Teel or Gingelly Seed	15 ,,	..
Rape Seed, Sita, Jamba and other kinds	16 ,,	..
Mustard Seed	16 ,,	..
Khorassan	16 ,,	..
Opium	per chest	per chest
Ore of all descriptions, loose or in bags	20 cwt.	20 cwt.
Paddy, in bags	13 ,,	16 ,,
Pepper, in bags	13 ,,	16 ,,
Pimento	12 ,,	14 ,,
Plumbago, in bags	16 ,,	20 ,,
Poppy Seed, in double bags (1½ cwt.). .	13 ,,	16 ,,
Do. in single bags (1¼ cwt.). .	14 ,,	17 ,,
Do. in double bags (1¼ cwt.).	14 ,,	17 ,,
Do. in bags (1½ cwt.) ..	14 ,,	17 ,,
Rails, iron or steel	20 ,,	..
Rattans, in bundles	13 ,,	16 cwt.
Do. Ground	13 ,,	16 ,,

TONNAGE SCALE—(*contd.*)

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Red Wood	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet	50 feet
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet	50 feet
Do. in screwed bales	40 ,,	50 ,,
Do. in bags	8 cwt.	10 cwt.
Safflower seed (kurdai seed or Kasumba)	13 ,,	..
Sago, in cases	40 feet	50 feet
Sal-Ammoniac, in cases	40 ,,	50 ,,
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian Maunds of 82-2-7lbs.	28 Indian maunds of 82-2-7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 ,,	20 ,,
Sandal and Sapan-wood	11 ,,	16 ,,
Sealing Wax, in cases	40 feet	50 feet
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet	50 feet
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 ,,	10 ,,
Do. in cases	40 feet	50 feet
Soap, in cases	40 ,,	50 ,,
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 ,,	20 ,,
Tallow	40 feet	50 feet
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 ,,	10 ,,
Do. in pressed bales	40 feet	..
Tea, in chests	40 ,,	50 feet
Timber, Teak : Square Planks and Poon	40 ,,	50 ,,
Timber, Teak : round (one-fifth off)	..	..
Tobacco, in bales	40 feet	50 feet
Tortoise Shells, in chests	40 ,,	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.

TONNAGE SCALE—(*contd*).

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 ,,	14 ,,
Whanghęse (*vide* Canes)	13 ,,	16 ,,
Wheat	18 ,,	20 ,,
White peas	18 ,,	
Wines and Spirits, in casks	40 feet	50 feet
Do. in cases	40 ,,	50 ,,
Wool, in screwed bales	40 ,,	50 ,,
Zedory	16 cwt.	20 cwt.

Burma Chamber of Commerce.

TONNAGE SCHEDULE FOR THE PORT OF RANGOON.

Articles.	Cwt. per ton net.	Cubic feet per ton.
Apparel, in cases	..	40
Arrowroot, in cases	..	50
Bark	20	..
Beans	20	..
Bees' Wax	20 gross	..
Betelnut	20	..
Books	..	50
Bones, loose, and Bone-meal	20	..
Bottles (empty)	..	40
Bran	20	..
Brimstone	20	..
Bullion	at per cent.	..
Cake lac, in bags	16	..
Camphor, in cases	..	50
Cardamoms, in boxes	8	..
Castor seed	15	..
Chillies, in bags	8	..
China root, in bags	11	..
Chiretta, in bales	16	..
Cigars	..	50
Cloves, in bags	8	..
Coal	20	..
Cochineal	..	50
Coffee, in bags	18	..
Coffee, in barrels	16	..
Coir, loose	12	..
Coir bundles	10	..
Copra, in bags	14	..
Cotton seed	15	..
Cotton seed cake	20 gross	..
Cotton seed oil	20	..
Cotton in bales	..	50
Curios	..	40
Cutch, in bags	16	..

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—(*contd*).

Articles.	Cwt. per ton net.	Cubic feet per ton.
Cutch, in boxes	20 gross	..
Dhall, in bags	20	..
Elephant teeth, in bulk	20	..
Elephant teeth, in cases	..	50
Flour, in bags	20	..
Furniture	..	50
Garlic and Onions	12	..
Ginger, in bags	16	..
Gram, in bags	20	..
Guano, in bags	16	..
Gum, in cases	..	50
Gunny bags and cloth	..	50
Ganja	..	50
Hemp, in bales	..	50
Hides, Buffalo or Cow	16	..
Horns, Buffalo or Cow	20	..
India-rubber, in bags	20	..
Iron	20	..
Jute	..	50
Lac-dye	..	50
Linseed	20	..
Machinery	20	
Maize	20	..
Metals	20	..
Millets	20	..
Molasses	2 pun or 4hhd.	..
Mustard or Rapeseed	20	..
Nutmegs, in casks	..	50
Oats	16	..
Oil, in cases	..	50
Oil, in casks	4 hhds.	..
Oil-seed cake	20	..
Orchids	16	40
Paddy	20	..
Paraffine wax, in cases	20	..
Peas	..	..
Planks and deals	..	50

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—(*concld*).

Articles.	Cwt. per ton net.	Cubic feet per ton.
Private effects	..	40
Rags	..	50
Raw silk, in bales	..	50
Rattans for dunnage	20	..
Rice, in bags	20	..
Rice meal and Rice flour	20	..
Rope, in coils	..	50
Rope, in bundles	16	..
Rum, in casks	2 puncheons	..
Sago, in cases	..	50
Saltpetre	20	..
Salt	20	..
Seedlac, in cases	..	50
Shells, rough, in bags	20	..
Shellac, in cases	..	50
Silk, in cases	..	50
Silk piece-goods	..	50
Silk (waste)	..	50
Soap, country, in cases	..	50
Sticklac, in bags	16	..
Sugar, in bags	20	..
Tallow, in casks	20	..
Tamarind, in casks	20	..
Tea, in chest	..	50
Timber (Padouk)	..	50
Timber (Pinkadoe)	..	50
Timber (Teak in round or square logs, scantlings)	..	50
Til seed	20	..
Tobacco, in bales	..	50
Wheat	20	..
Wool	..	50

Schedule of Commission Charges.

AUTHORIZED BY THE

BURMA CHAMBER OF COMMERCE.

1.	On the sale, purchase, or shipment of Bullion, Gold Dust or Coin	1 per cent.
2.	On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones or Jewellery..	2½ ,,
3.	On purchasing ditto, when funds are provided by the Agent	5 ,,
4.	On the sale or purchase of all other goods, the commission in all cases to be charged upon the gross amount of sales, and in regard to purchase upon both cost and charges	5 ,,
5.	On returns for consignments, if made in produce	2½ ,,
6.	On returns of consignments, if in Bills, Bullion or Treasure	1 ,,
7.	On accepting bills against consignments ..	1 ,,
8.	On the sale or purchase of Ships, Factories, Houses, Lands, and all Property of a like description	2½ ,,
9.	On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon, or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered on invoice amount at 2*s.* per Rupee	half com.
10.	On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent.	2½ per cent.

11.	On ordering, or receiving and delivering goods, superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is derived	2½ per cent.
12.	On guaranteeing, Bills, Bonds or other engagements, and on becoming security for administration of Estates or to Government for the disbursement of public money	2½ „
13.	On *del-credere*, or guaranteeing the due or realisation of sales	2½ „
14.	On the management of Estates for Executors or Administrators	2½ „
15.	On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading	2½ „
16.	On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agents' hand or not	2½ „
17.	On procuring freight, for a ship by shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captain or Charterers of a vessel, upon the gross amount of freight brokerage inclusive	5 „
18.	On engaging of Asiatic emigrants for a ship to the Mauritius, the West Indies, or elsewhere upon the gross amount of earnings ..	5 „
19.	On engaging troops for a ship, to Great Britain or elsewhere, on the gross amount of passage money for rank and file	2½ „

20.	On realising inwards freight, inward troop, emigrant, or cabin passage money	2½ per cent.
21.	On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods for any such vessels, acting as Agents for the Master, on behalf of all concerned, on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold	5 „
	If Opium, Indigo, Raw Silk or Silk Piece-goods	2½ „
	If Treasure, Precious Stones or Jewellery	1 „
	If a cargo loaded in Burma, consisting of Rice or Timber or Cutch	2½ „
22.	On effecting Insurance, whether on lives or property	2½ „
23.	On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium	2½ „
24.	On drawing, purchasing, selling or negotiating Bills of Exchange	1 „
25.	On debts or other claims when a process-at-law or arbitration is incurred in claiming them..	2½ „
	Or if recovered by such means	5 „
26.	On Bills of Exchange returned dishonoured ..	1 „
27.	On collecting house-rent	2½ „
28.	On ship's disbursements	2½ „
29.	On realising Bottomry Bonds, or negotiating any loan on *respondentia*	2½ „
30.	On granting Letters of Credit	1 „

31.	On sale or purchase of Government Stocks, and Banks or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another	½ per cent.
32.	On delivering up Government Stocks and Banks or other Joint Stock Shares on the market value	½
33.	On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged	½

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									10	0	0	0	14	0	Inland.
252	0	0	22	0	0	4	0	0	4	0	0	0	6	0	
252	0	0	22	0	0	4	0	0	4	0	0	0	6	0	
40	0	0	4	0	0	1	8	0	2	0	0	0	3	0	
96	0	0	9	0	0	9	0	0	0	6	0	0	0	6	
40	0	0	6	0	0	6	0	0	0	6	0	0	0	6	
96	0	0	9	0	0	9	0	0	0	6	0	0	0	6	
36	0	0	5	0	0	5	0	0	0	6	0	0	0	6	
84	0	0	10	0	0	8	0	0	2	0	0	0	3	0	
16	0	0	..			8	0	0	0	1	0	0	6	0	Mail.
..			..			2	8	0	..			0	4	0	Inland.
..			..			8	0	0	..			3	0	0	Mail.
..			..			5	0	0	..			1	8	0	Inland.
..			..			2	8	0	..			1	8	0	Mail.
												1	0	0	Inland.
												0	8	0	Mail.
												0	4	0	Inland.

BOMBAY.—Public Holidays—1923.

The following holidays are sanctioned by Government under Section 25 of Act XXVI of 1881, entitled "The Negotiable Instruments Act, 1881," including the New Year's Day (1st January), Good Friday (30th March) and Christmas Day (25th December), which are already specified as holidays under the above Section :—

New Year	.. 1st January	..Monday ..	..1 Day.
Maha Shivratri ..	..13th February	..Tuesday ..	..1 „
Holi (2nd Day) ..	.. 3rd March..	..Saturday ..	..1 „
Jamshedi Naoroz ..	..21st March	..Wednesday..	..1 „
Ramnavami ..	..26th March..	..Monday ..	..1 „
Good Friday ..	..30th March..	..Friday ..	..1 „
Easter Saturday & Monday	31st March and 2nd April.	Saturday & Monday	2 Days.
Ramzan-Id ..	..18th May ..	..Friday ..	..1 Day.
Empire Day ..	..24th May ..	..Thursday ..	..1 „
Birthday of His Majesty The King Emperor.	Such day as may be fixed by the Governor General in Council.		1 „
Bakri-Id	..25th July ..	..Wednesday..	..1 „
Muharrum	..23rd August	..Thursday ..	..1 „
Gokul Ashtami ..	..3rd September	..Monday ..	..1 „
Parsi New Year (2nd Day).	10th September	..Monday ..	..1 „
Gokul Ashtami ..	..3rd September	..Monday ..	..1 „
Parsi New Year (2nd Day).	10th September	..Monday ..	..1 „
Ganesh Chaturthi and Samvatsari (Jain)	14th September	..Friday ..	..1 „
Khordad Sal ..	..15th September	..Saturday ..	..1 „
Dussera	..19th October	..Friday ..	..1 „
Bara Wafat ..	..23rd October	..Tuesday ..	..1 „
Divali	..7th, 8th & 9th November	Wed., Thurs. and Friday. ..	3Days.
Christmas	..24th, 25th & 26th December	Monday, Tuesday and Wednesday	3 „
New Year's Eve ..	..31st December	..Monday ..	..1 Day.

Notes.—(1)—The day which may be notified hereafter for the celebration of the Birthday of His Majesty the King Emperor will be notified separately in due course.

(2)—No days are notified as holidays on account of Zarthost-no-Diso (17th June), Narieli Purnima (Cocoanut Day—26th August, and Parsi New Year—1st Day (9th September), as these festivals fall on days which are declared to be holidays under the Section referred to above.

Holidays under Charter-Parties—1923.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July 1881, the Committee of the Chamber beg to inform the public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1923 :—

New Year	1st January	Monday	1 Day
Holi (2nd Day)	3rd March	Saturday	1 ,,
Ramnavami	26th March	Monday	1 ,,
Good Friday	30th March	Friday	1 ,,
Empire Day	24th May	Thursday	1 ,,
Birthday of His Majesty The King Emperor	Such day as may be fixed by the Governor General in Council.		1 ,,
Bakri-Id	25th July	Wednesday	1 ,,
Muharrum	23rd August	Thursday	1 ,,
Gokul Ashtami	3rd September	Monday	1 ,,
Ganesh Chaturthi and Samvatsari (Jain)	14th September	Friday	1 ,,
Dussera	19th October	Friday	1 ,,
Divali	8th November	Thursday	1 ,,
Christmas	25th December	Tuesday	1 ,,

BENGAL.—Public Holidays—1923.

Under Section 25 of the Negotiable Instruments Act, XXVI of 1881, the Governor in Council hereby declares the following days to be Public Holidays during the year 1923 :—

New Year's Day	1st January	Monday	1 Day.
Sri Panchami	22nd January	Monday	1 ,,
Doljatra	3rd March	Saturday	1 ,,
Good Friday	30th March	Friday	1 ,,
Easter Saturday	31st March	Saturday	1 ,,
Easter Monday	2nd April	Monday	1 ,,
Chaitra Sankranti	13th April	Friday	1 ,,
Id-Ul-Fitr	18th May	Friday	1 ,,
Empire Day	24th May	Thursday	1 ,,
Dashara	23rd June	Saturday	1 ,,
Id-Uz-Zuha	25th July	Wednesday	1 ,,
Muharram	23rd & 24th August	Thursday & Friday.	2 Days.
Janmastami	3rd September	Monday	1 Day.
Mahalaya	9th October	Tuesday	1 ,,
Durga and Lakshmi Pujas.	16th, 17th, 18th, 19th, 24th & 25th October.	Tues., Wed., Thurs., Fri., Wed., & Thurs.	6 Days.
Kali Puja	7th & 8th Novem.	Wed. & Thurs.	2 ,,
Jagadhatri Puja	16th November	Friday	1 Day.
Christmas Eve	24th December	Monday	1 ,,
Christmas Day	25th December	Tuesday	1 ,,
The First and Second days following Christmas day	26th & 27th Dec.	Wed. & Thurs.	2 Days.
Last Day of the Year	31st December	Monday	1 Day.

(*a*) Sundays, New Year's Day, Good Friday (30th March) and Christmas Day are Public Holidays under the Act.

(*b*) The day which may be fixed for the celebration in India of the Birthday of His Majesty the King Emperor of India shall also be a Public Holiday and will be notified separately in due course.

Holidays under Charter-Parties—1923.

The Committee of the Bengal Chamber of Commerce, empowered on that behalf by the Resolution passed at a General Meeting of the Chamber, held on the 5th December 1888, do hereby declare that the Holidays specified below shall be the Holidays during the year 1923 recognised by the Chamber, under Charter-Parties and Shipping Orders, as Holidays according to the custom of the Port :—

New Year's Day	1st January	Monday	1 Day
Sri Panchami	22nd January	Monday	1 „
Good Friday	30th March	Friday	1 „
Easter Saturday	31st March	Saturday	1 „
Easter Monday	2nd April	Monday	1 „
Chaitra Sankranti	13th April	Friday	1 „
Durga Puja	16th October	Tuesday	3 Days.
	17th October	Wednesday	
	18th October	Thursday	
Lakshmi Puja	24th October	Wednesday	1 Day.
Kali Puja	8th November	Thursday	1 „
Jagadhatri Puja	16th November	Friday	1 „
Christmas Eve	24th December	Monday	1 „
Christmas Day and the day following.	25th & 26th Dec.	Tues. & Wed.	2 Days.

The day which may be fixed by the Government of India for the observance of His Majesty the King Emperor's Birthday will also be a Holiday.

N.B.—All Sundays are holidays.

MADRAS.—Public Holidays—1923.

Under Section 25 of the Negotiable Instruments' Act (XXVI of 1881), His Excellency the Governor in Council has declared the following days to be Public Holidays in the year 1923 :—

New Year's Day	1st January	Monday	1 Day.
Pongal	13th January	Saturday	1 „
Mahasivaratri	13th February	Tuesday	1 „
Good Friday	30th March	Friday	1 „
Easter	31st March and 2nd April.	Saturday and Monday.	2 Days.
Tamil New Year's Day	13th April	Friday	1 Day.
Ramzan	18th May	Friday	1 „
Empire Day	24th May	Thursday	1 „
King Emperor's Birthday	(One day in June to be notified).		1 „
Bakri-Id	25th July	Wednesday	1 „
Muharam (last day)	24th August	Friday	1 „
Sri Jayanti	3rd September	Monday	1 „
Vinayaka Chaturthi	14th September	Friday	1 „
Mahalaya Amavasya	9th October	Tuesday	1 „
Ayuda Puja	18th October	Thursday	1 „
Bara Wafat	23rd October	Tuesday	1 „
Deepavali	7th November	Wednesday	1 „
Vaikunta Ekadasi	19th December	Wednesday	1 „
Christmas	25th, 26th, 27th, 29th & 31st Dec.	Tues., Wed., Thurs., Sat. and Monday	5 Days.

N.B.—The following Holidays are already legalised by the Negotiable Instruments' Act :—New Year's Day, Good Friday and Christmas Day.

KARACHI.—Public Holidays—1923.

The Committee of the Karachi Chamber of Commerce do hereby declare that the Holidays specified below shall be the Holidays during the year 1923, sanctioned by Government under Section 25 of Act XXVI of 1881 (entitled "The Negotiable Instruments' Act," 1881):—

New Year	1st January	Monday	1 Day.
Maha Shivratri	13th February	Tuesday	1 ,,
Holi	2nd March	Friday	1 ,,
Chetichand	19th March	Monday	1 ,,
Jamshedi Nowroz	21st March	Wednesday	1 ,,
Good Friday	30th March	Friday	1 ,,
Easter	31st March and 2nd April	Saturday & Mon.	2Days.
Ramzan-Id	18th May	Friday	1 Day
Empire Day	24th May	Thursday	1 ,,
Birthday of His Majesty The King Emperor.	Such day as may be fixed hereafter.		1 ,,
Bakri-Id	25th July	Wednesday	1 ,,
Mohurrum	23rd August	Thursday	1 ,,
Gokal-Ashtami	3rd September	Monday	1 ,,
Parsi New Year	10th September	Monday	1 ,,
Ganesh Chaturthi	14th September	Friday	1 ,,
Khurdad Sal	15th September	Saturday	1 ,,
Dassera	18th October	Thursday	1 ,,
Bara Wafat	23rd October	Tuesday	1 ,,
Divali	8th & 9th Nov.	Thursday & Friday	2Days.
Guru Nanak's Birthday	23rd November	Friday	1 Day.
Christmas	24th, 25th & 26th December.	Mon., Tues. & Wed.	3Days.
New Year's Eve	31st December	Monday	1 Day.

Holidays under Charter-Parties—1923.

(Recognised by the Chamber under Charter-Parties and Shipping Orders according to the custom of the Port.)

New Year	1st January	Monday	1 Day.
Holi	2nd March	Friday	1 ,,
Good Friday	30th March	Friday	1 ,,
Ramzan-Id	18th May	Friday	1 ,,
Birthday of His Majesty The King Emperor	Such days as may be fixed hereafter		1 ,,
Bakri-Id	25th July	Wednesday	1 ,,
Mohurrum	23rd August	Thursday	1 ,,
Gokal-Ashtami	3rd September	Monday	1 ,,
Divali	9th November	Friday	1 ,,
Christmas	25th December	Tuesday	1 ,,

CALENDAR FOR 1922.

1922.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JAN.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	...	...	...	...
FEB.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	...	...	...	...
MAR.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	...
APRIL	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	...	...	...	...	...	...
MAY	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	...	...	...
JUNE	...	...	...	...	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	...

1922.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JULY	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	...	...	...	...	...
AUG.	...	...	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31	...	...
SEPT.	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
OCT.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	...	...	...	...
NOV.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	...	...
DEC.	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	...	...	...	...	...	...

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